BookletChart™

Dog Keys Pass To Waveland

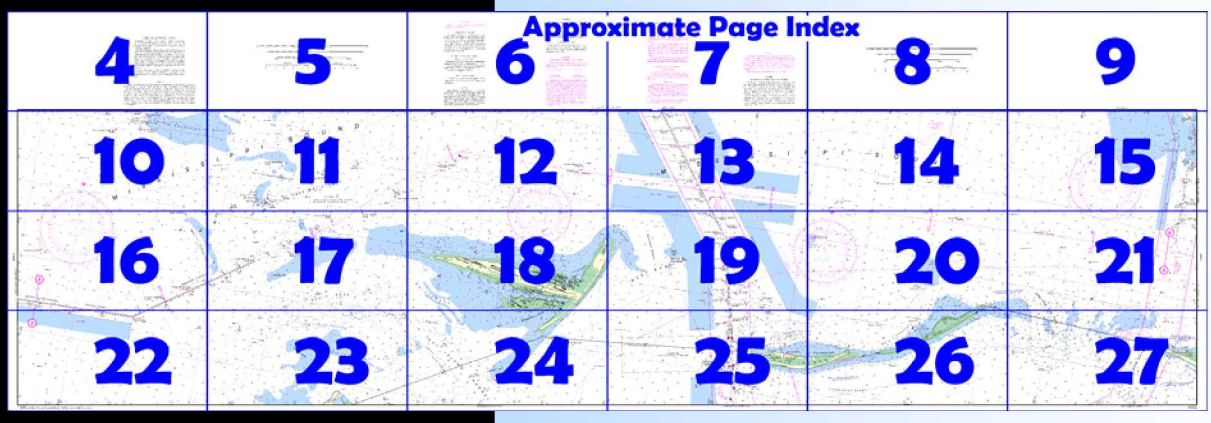
(NOAA Chart 11372)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION U.S. DEPARTMENT OF COMMERCE

Approximate Page Index



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

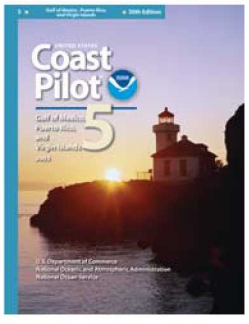
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 7 excerpts]

(233) **Biloxi** is accessible from the Gulf through Dog Keys Pass and Little Dog Keys Pass and from the Intracoastal Waterway.

(237) A channel leads NE from Biloxi East Channel, 1 mile SE of Route 90 bridge, to a small-craft basin at **Ocean Springs.** The depth in the entrance channel was 7 feet. The channel is marked by a light.

(257) A channel leads from Biloxi East Channel at the Route 90 bridge through **Back Bay of Biloxi** and **Big Lake** to the Industrial Seaway. The depth was 8.7 feet (10.1 feet at midchannel) from Route 90 bridge to Route 110 bridge, thence, 11.8 feet to Popps Ferry Road highway bridge; thence 8.2 feet (12.0 feet at midchannel) to the seaway. The channel is marked by lights and daybeacons.

(258) A channel, marked by private daybeacons, leads N from Biloxi East Channel 0.5 mile above the Route 90 bridge, to the entrance of **Old Fort Bayou.**

(260) A dredged branch channel leads SW from the channel 0.2 mile above Route 90 bridge to a turning basin in **Ott Bayou.** The depth was 7.1 feet (7.4 feet at midchannel). Daybeacons mark the channel.

(261) Chesapeake Seaboard X Transportation bridge has a clearance of 14 feet. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KQ-7197. The channel runs through the W side of the swing.

(265) **Biloxi River** is navigable for a draft of 6 feet for 6 miles and for a draft of 3 feet for an additional 5 miles. The Route 49 bridge, 4.3 miles above the mouth, has a clearance of 9 feet; a fixed county highway bridge, 7.8 miles above the mouth, has a clearance of 4 feet.

(266) **Tchoutacabouffa River** is navigable for drafts up to 5 feet to **New Bridge** and for drafts of 3 feet for an additional 6 miles. Cedar Lake Bridge, 4.5 miles above the mouth, has a clearance of 5 feet. The center pier of the former swing bridge is close downstream. Lamey Bridge, 3 miles above New Bridge, has a swing span that is reported inoperative; the channel is on the N side of the pivot pier; the clearance is 3 feet.

(267) **Bernard Bayou.** A channel leads from Shallow Point in Big Lake to a junction with Industrial Seaway. The depths were 1.1 feet to the overhead power cables, thence 1.5 feet to the highway bridge. The depth from the highway bridge to Industrial Seaway was 2.0 feet (3.2 feet at midchannel).

(268) Small-craft facilities 1.5 and 1.8 miles above the mouth of the bayou can provide berths with electricity, gasoline, water, ice, open and dry covered storage, marine supplies, and complete engine and hull repairs.

(269) **Industrial Seaway**; the depth was 9.9 feet (12.0 feet at midchannel) to Light 5, thence 4.7 feet (10.1 feet at midchannel) to Light 13, thence 3.1 feet (7.3 feet at midchannel) to the end of the project. The channel is marked by lights.

(271) **Beauvoir**. A channel leads to a yacht basin in front of the hotel. The depth was 10 feet in the channel and the basin. The channel is marked by private lights. Gasoline, diesel fuel, water, ice, marine supplies, and open and covered berths are available at the basin. Radiotelephone watch on VHF-FM channel 16 is maintained from 0700 to 1700 at the basin. There is a **harbormaster,** and a **dockmaster** assigns the berths.

(273) **Ship Island Pass** is approached from the Gulf through a dredged channel 6 miles long marked by lighted buoys.

(285) **Ship Island Harbor** is one of the best natural harbors on the Gulf Coast and is easily accessible at all times for vessels with drafts up to 20 feet. Depths in the harbor range from 20 to 30 feet with a soft bottom.

(317) **Cat Island Channel** and **South Pass** has a depth of 12 feet, but leads to lesser depths in the sound. The passage is little used, except by small local craft; the chart is the best guide.

(321) **Pass Marianne** is an alternate passage through the shoals extending across the W end of Mississippi Sound; natural depths are 7 to 18 feet. The pass is frequently used by tugs and barges. The channel is marked by lights and buoys. A depth of 4 feet was 0.3 mile WSW of Merrill Shell Bank Light.

(322) **Long Beach**. The Long Beach small-craft harbor, formed by a long mole and jetty W of the college pier, has berths with water and electricity, ice, and launching ramps. The entrance to the small-craft harbor is marked by private lights and daybeacons. The depth in the channel to the basin was 6 feet.

(323) **Pass Christian.** A dredged entrance channel depth was 7 feet in the entrance channel and 4 to 4½ feet in the anchorage basin in the harbor. A light marks the seaward end of the E breakwater.

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Mercator Projection
Scale 1:40,000 at Lat. 30° 18'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

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Covered wells may be marked by lighted or unlighted buoys.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

PLANE COORDINATE GRIDS

(based on NAD 1927)

Mississippi State Grid, east zone is indicated by dashed ticks at 10,000 foot intervals thus: −+−

Louisiana State Grid, south zone is indicated by solid ticks at 10,000 foot intervals thus: ┼

The last three digits are omitted.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.714" northward and 0.131" westward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ——●——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

PLANE COORDINATE GRID

(based on NAD 1927)

Mississippi State Grid, east zone is indicated on this chart at 10,000 foot intervals thus: −+−

The last three digits are omitted.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.714" northward and 0.131" westward to agree with this chart.

Corrected through NM Jan. 23/10, LNM Jan. 12/10

Corrected through NM Jan. 23/10, LNM Jan. 12/10

Corrected through NM Jan. 23/10, LNM Jan. 12/10

NOTE C

PASS CHRISTIAN HARBOR

The controlling depth in the entrance channel was 7 feet, thence 5½ feet in the harbor.

Aug 2009

RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.

Refer to charted regulation section numbers.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart; each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ———

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Biloxi (Cadet Point), Biloxi Bay, MS	(30°23'N/088°51'W)	1.8	1.7	0.1
Cat Island, Mississippi Sound, MS	(30°14'N/089°07'W)	1.6	1.5	0.1
St. Louis Bay entrance (Bay Waveland YC), MS	(30°20'N/089°20'W)	1.7	1.6	0.1
Ship Island, Mississippi Sound, MS	(30°13'N/088°58'W)	1.7	1.6	0.1
Gulfport Harbor, Mississippi Sound, MS	(30°22'N/089°05'W)	1.6	1.6	0.2
Hollingsworth Point Davis Bayou, MS	(30°23'N/088°46'W)	1.8	1.7	0.1
Pass Christian Yacht Club, MS	(30°19'N/089°15'W)	1.7	1.6	0.1

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jan 2010)

NO	SMALL CRAFT FACILITY	DEPTHS: APPROACH-FEET (ALONGSIDE / APPROACH-FEET (CHART SIDE)
1A	PELICAN COVE MARINA	
1C	BAY MARINA	
3	PASS CHRISTIAN MUNICIPAL HARE	
7D	RIVERS BEND MARINA	
10	BROADWATER BEACH MARINA	
10C	POINT CADET MARINA	
11	BILOXI SMALL CRAFT HARBOR	
11A	BEAU RIVAGE MARINA	

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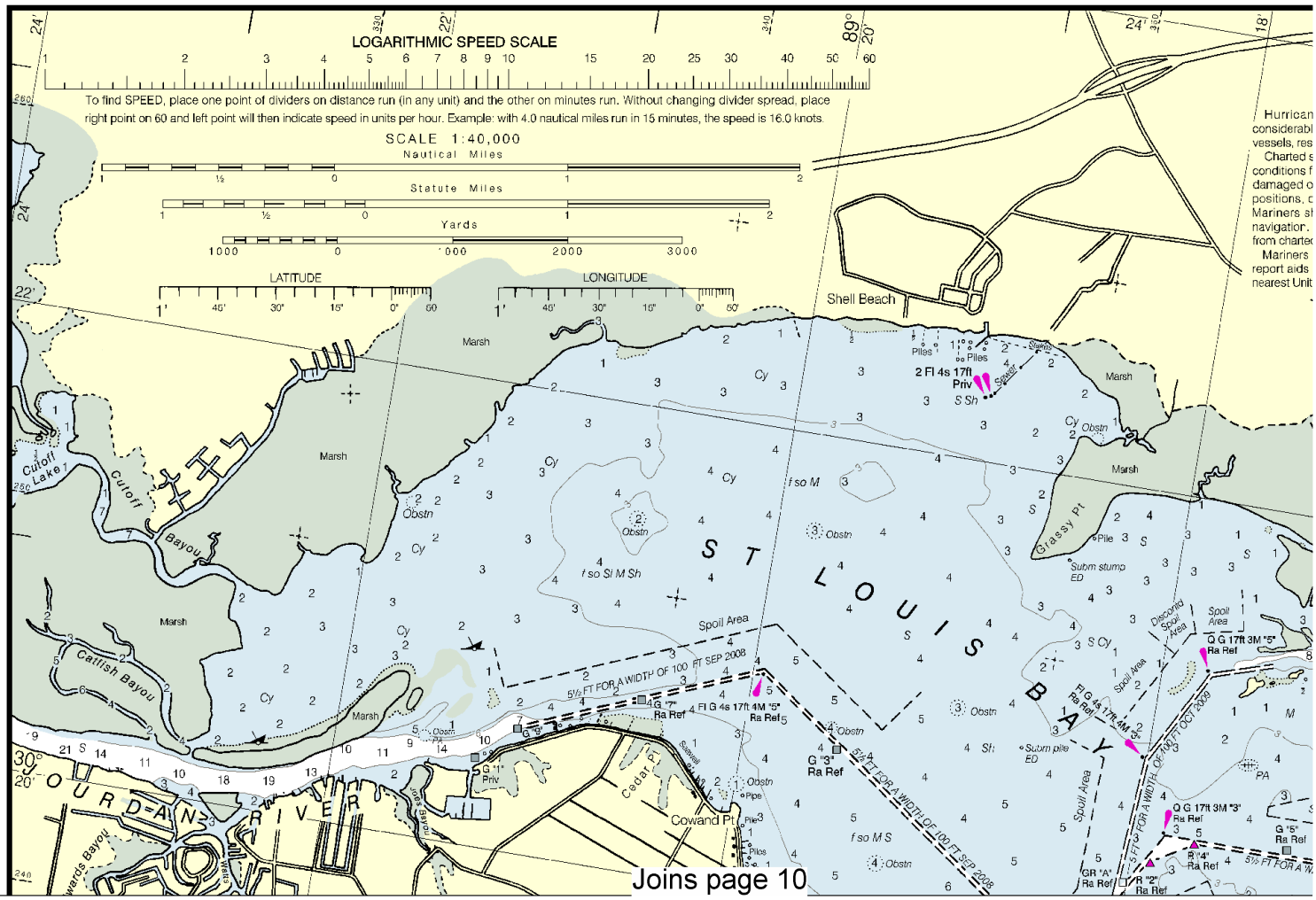

4

North

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

SERVICES											SUPPLIES							
	B	3	3	B E	S	M			M		F	T P	D	C	WI	GH	BT	DG
	B	5	5	B E	S	HMR					FL	TSLP	WD	C	WI	GH	BT	DG
RBOR	B	8	6	BME	S						F	T P		C	WI	GH	BT	DG
	B	4	8	B E	N	HM		3				P	WD	C	WI			G
NA	B	8	8	B E							FL	TSLP			WI	H	B	DG
	B	8	6	B E						C S		TSLP		C	WI	G	BT	DG
OR	B	10	10	B	S				M		F	TS P		C	WI	GH	BT	DG
	B	12	12	BME						C	FL	TSLP		C	WI			DG

ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.
T (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.
MP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

FACILITIES

public marine facilities are shown by large magenta numbers
refer to the facility tabulation.

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PUBLIC BOATIN

The United States
Coast Guard Auxiliary
of boatmen, conduct ex
in communities through
regarding these educat
sources:

USPS - Local Squa
quarters, 1504 Blue
888-367-8777

USCGAUX - COMM
District, Hale Boggs
500 Poydras Street, Ne
or USCG Headquarters,
2100 Second Street, S

S

1. Keep your chart up
Mariners corrections w
2. Read carefully all n
vital to your safety afl
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features with those yo

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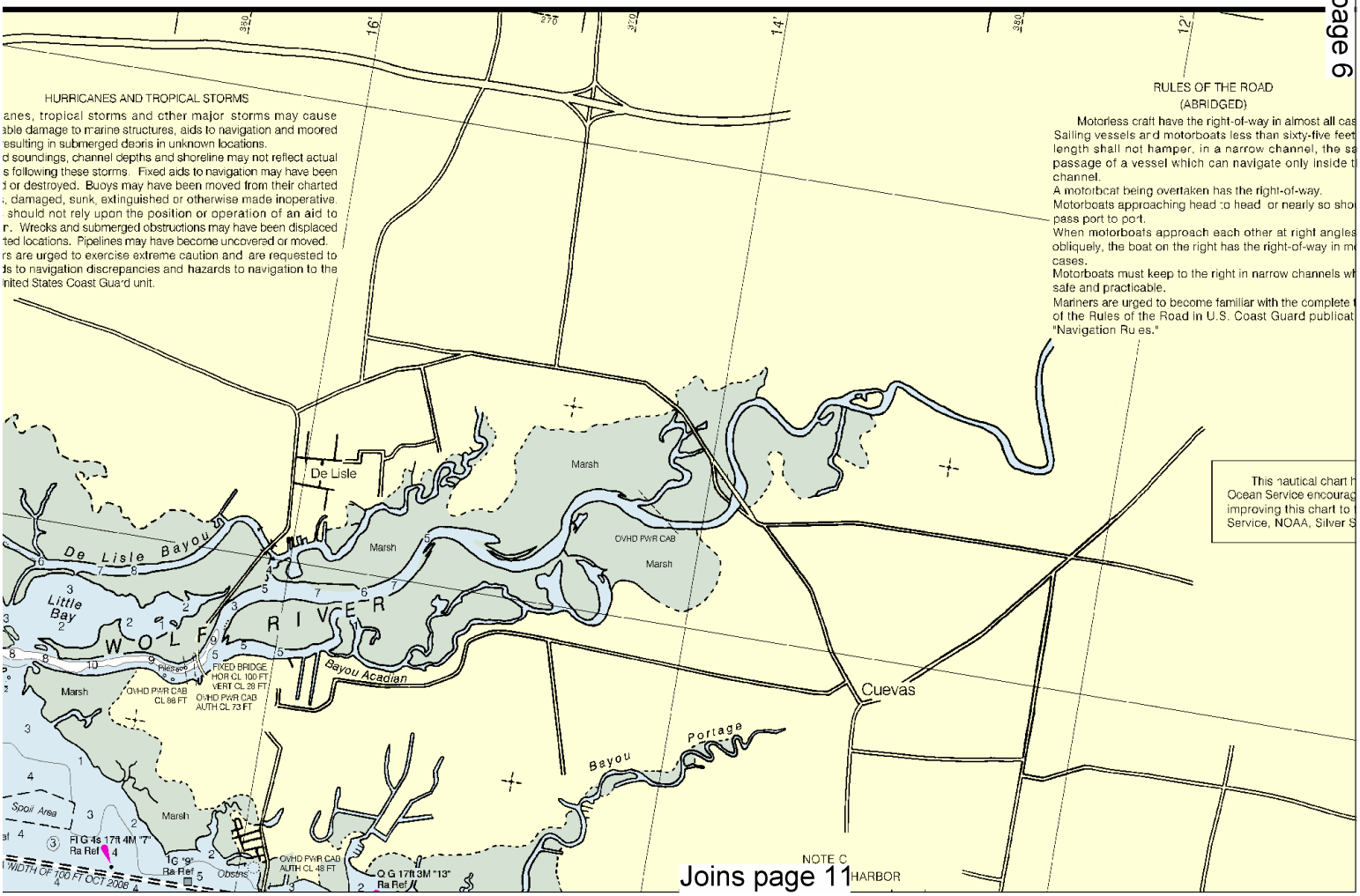

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Ocean Service encourag
improving this chart to
Service, NOAA, Silver S

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This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
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PUBLIC BOATING INSTRUCTION PROGRAMS

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6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	DAILY BROADCAST-CST	SPECIAL WARNING
		2572 kHz		
Mobile, AL	WLO	4397.7 kHz	7:00 AM, Noon, 6:00 PM	* On receipt
		8808.8 kHz		
		161.85 MHz		
		161.9 MHz		* On receipt
		161.95 MHz		
		162.0 MHz		
New Orleans, LA	NMG	2670 kHz	4:35, 6:35, 10:35, 11:50 AM	
			4:35, 11:50 PM	* On receipt
		157.1 MHz	4:50, 10:50 AM, 4:50 PM	
Grand Isle, LA	NMG-15	157.1 MHz	4:35, 10:35 AM, 4:35 PM	

* Preceded by announcement on 2182 kHz and 156.8 MHz

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBERS	OFFICE HOURS
New Orleans, LA	(504) 522-7330 *(504) 465-9215	8:00 AM-4:00 PM (Mon.-Fri.)

*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
New Orleans, LA	KHB-43	162.55	24 hours daily
Mobile, AL	KEC-61	162.55	24 hours daily
Gulfport, MS	KIH-21	162.40	24 hours daily
Bogalusa, LA	WNG-521	162.525	24 hours daily

Formerly 876-SC, 1st Ed., 1966

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RULES OF THE ROAD
(ABRIDGED)

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...at being overtaken has the right-of-way.
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...o port.
...orboats approach each other at right angles or
...he boat on the right has the right-of-way in most
...
...rboats must keep to the right in narrow channels when
...and practicable.
...ers are urged to become familiar with the complete text
...e Rules of the Road in U.S. Coast Guard publication
...igation Ru es."

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their craft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOTE B
COMMERCIAL SMALL BOAT HARBOR
The controlling depth in the basin was 3 feet.
Aug 2009

HARRISON COUNTY INDUSTRIAL SEAWAY

The controlling depth for the Industrial Seaway from Big Lake to the western end of Gulfport Lake, 30°25'35"N 089° 03'40"W, was 9 ½ feet for a mid-width of 75 feet; thence 7 feet for a mid-width of 50-75 feet to the end of the project.

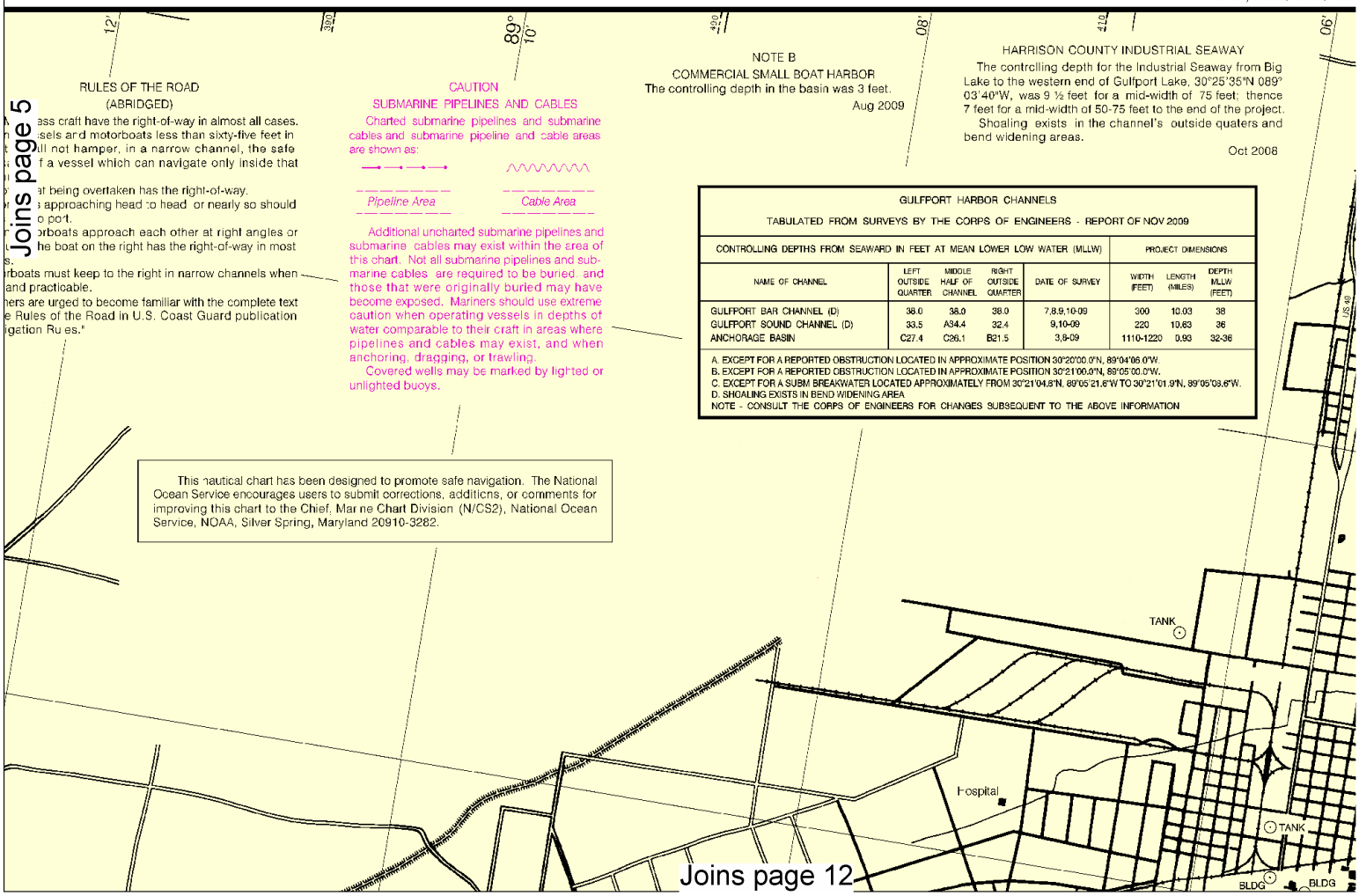
Shoaling exists in the channel's outside quaters and bend widening areas.

Oct 2008

GULFPORT HARBOR CHANNELS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2009

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
GULFPORT BAR CHANNEL (D)	38.0	38.0	38.0	7,8,9,10-09	300	10.03	38
GULFPORT SOUND CHANNEL (D)	33.5	A34.4	32.4	9,10-09	220	10.63	36
ANCHORAGE BASIN	C27.4	C26.1	B21.5	3,8-09	1110-1220	0.93	32-36

A. EXCEPT FOR A REPORTED OBSTRUCTION LOCATED IN APPROXIMATE POSITION 30°20'00.0"N, 89°04'06.0"W.
B. EXCEPT FOR A REPORTED OBSTRUCTION LOCATED IN APPROXIMATE POSITION 30°21'00.0"N, 89°05'00.0"W.
C. EXCEPT FOR A SUBM BREAKWATER LOCATED APPROXIMATELY FROM 30°21'04.6"N, 89°05'21.6"W TO 30°21'01.9"N, 89°05'08.6"W.
D. SHOALING EXISTS IN BEND WIDENING AREA
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



Joins page 12

North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

IG

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

Small craft should stay clear of large commercial and government vessels even f small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.714" northward and 0.131" westward to agree with this chart.

RACING BUOYS

Racing buoys within the limits of th s chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

PLANE COORDINATE GRID

(based on NAD 1927)

Mississippi State Grid, east zone s indicated on this chart at 10,000 foot intervals thus: –|–
The last three digits are omitted.

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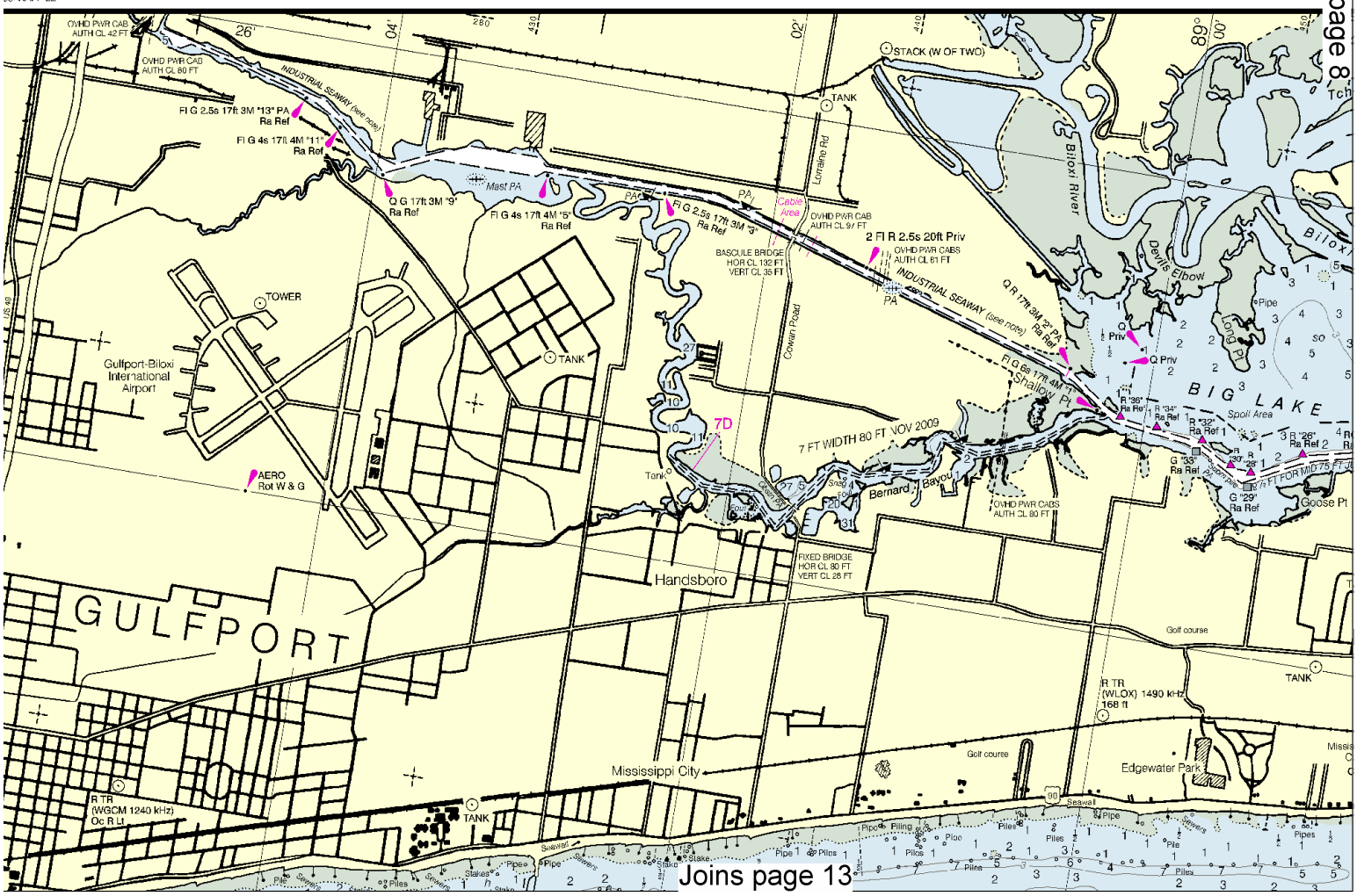
help@OceanGrat

Joins page 8

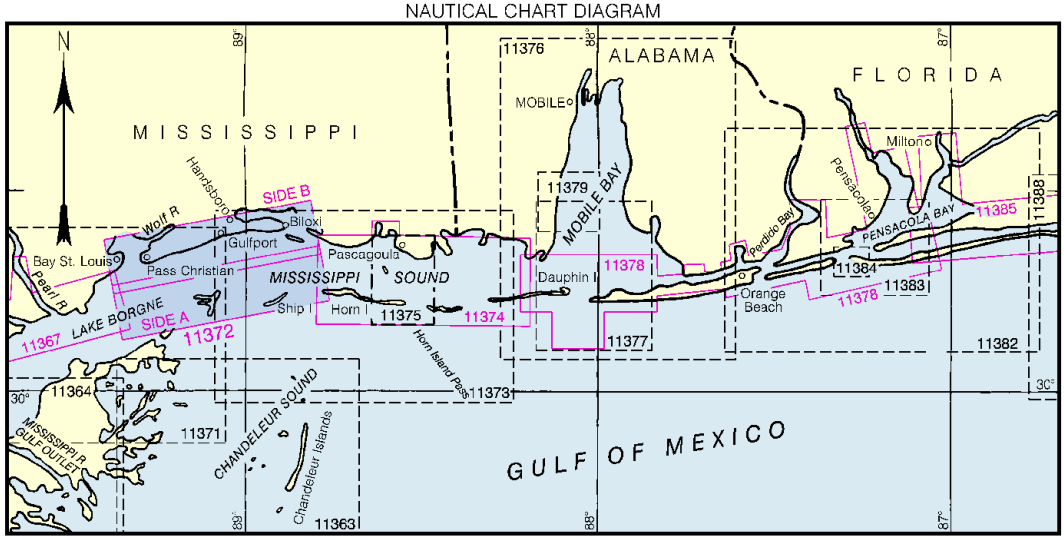
66 KAPP 22



Joins page 13

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

NAUTICAL CHART DIAGRAM



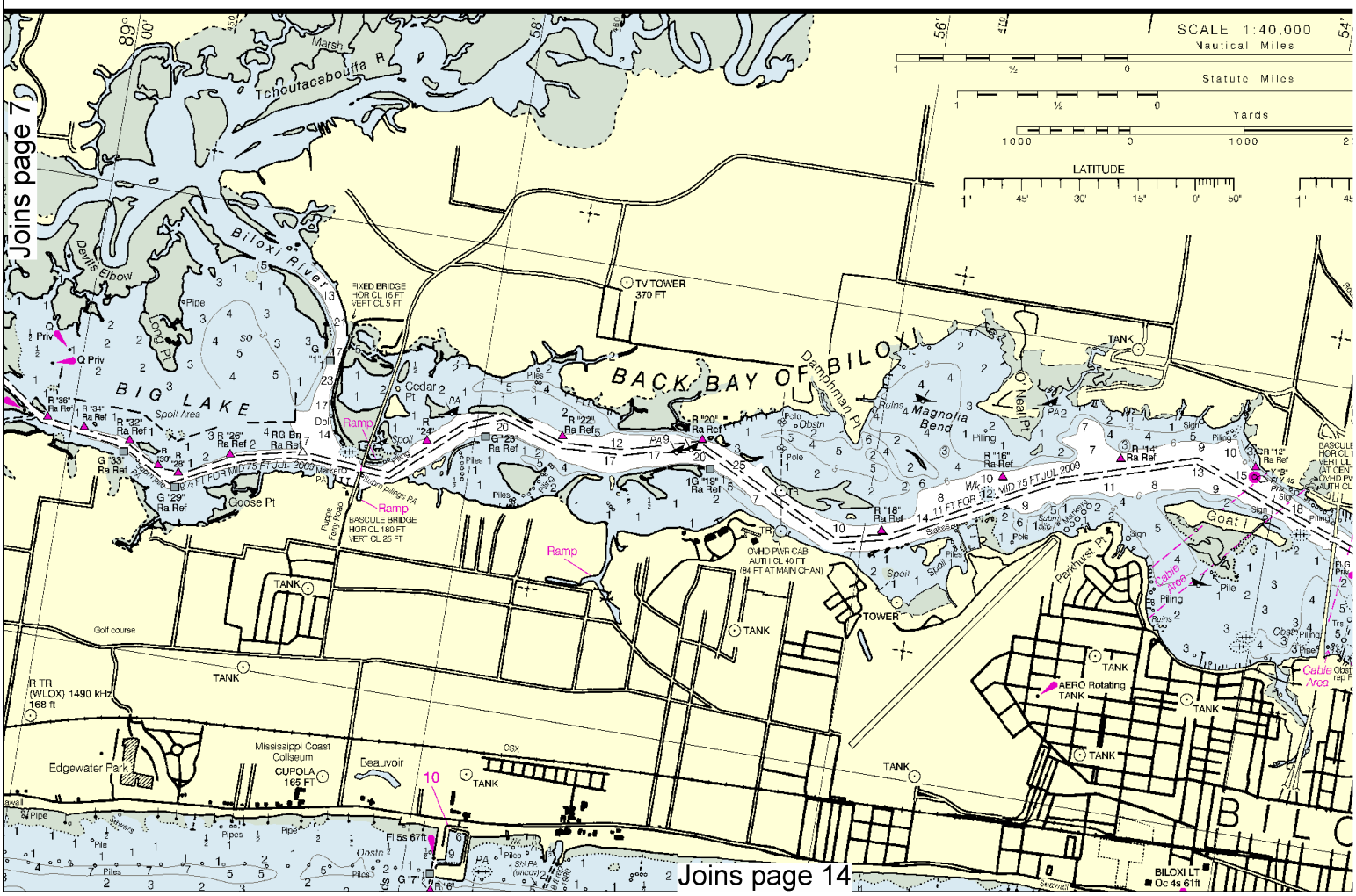
PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Pr nt-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

NSN 7642014010234

NGA REFERENCE NO. 11XHA11372

ED. NO. 34



Printed at reduced scale. ~~SCALE 1:40,000~~ Nautical Miles See Note on page 5.

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

North

Mercator Projection
Scale 1:40,000 at Lat. 30° 18'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

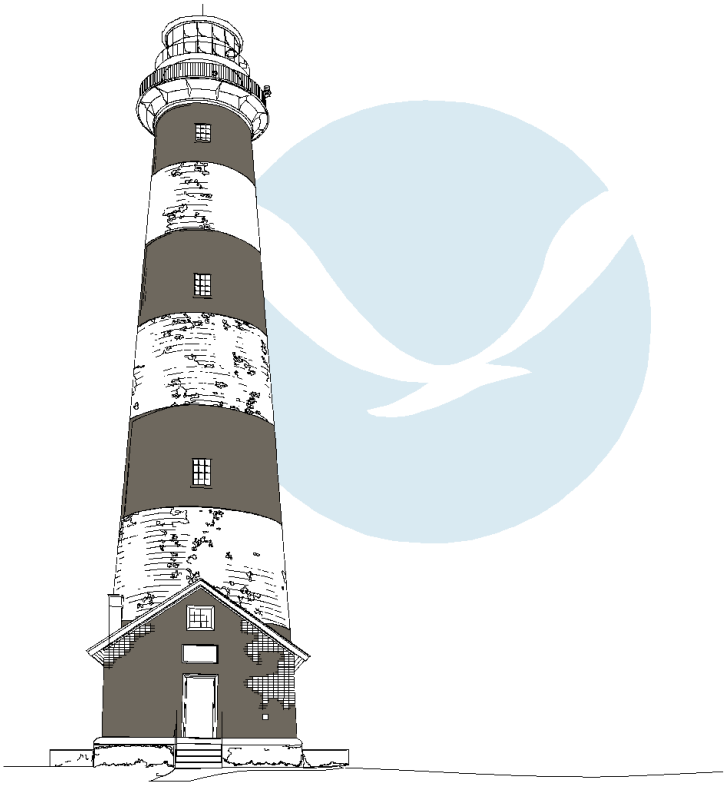
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NAUTICAL CHART 11372
INTRACOASTAL WATERWAY

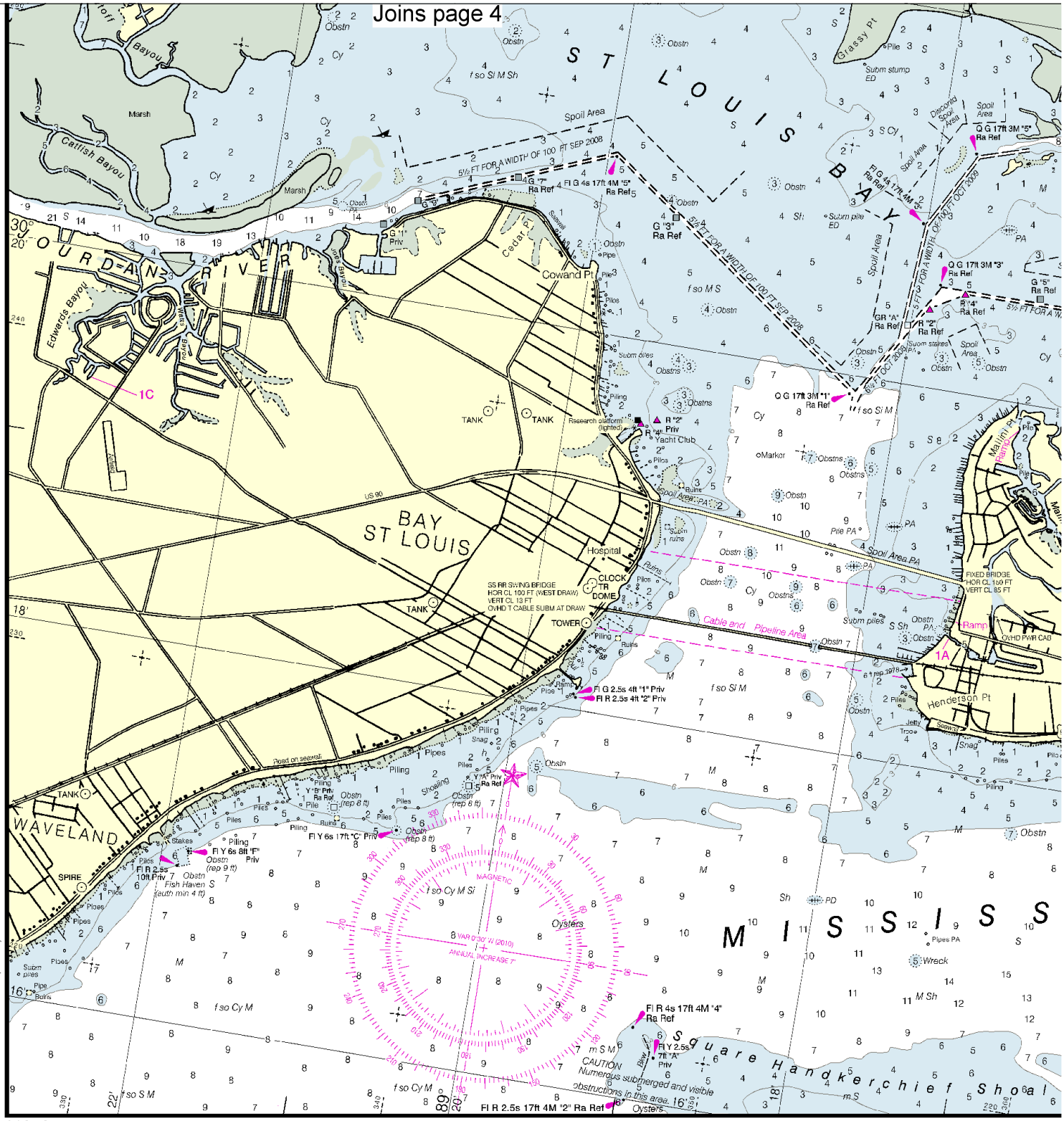
THE NATION'S CHARTMAKER SINCE 1807

MISSISSIPPI - LOUISIANA
DOG KEYS PASS TO WAVELAND



Joins page 15

Chart 11372 34th Ed., Jan./10 ■
Corrected through NM Jan. 23/10, LNM Jan. 12/10
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



JOINS CHART 11367 (SIDE A)

11372 34th Ed., Jan./10; Corrected through NM Jan. 23/10, LNM Jan. 12/10

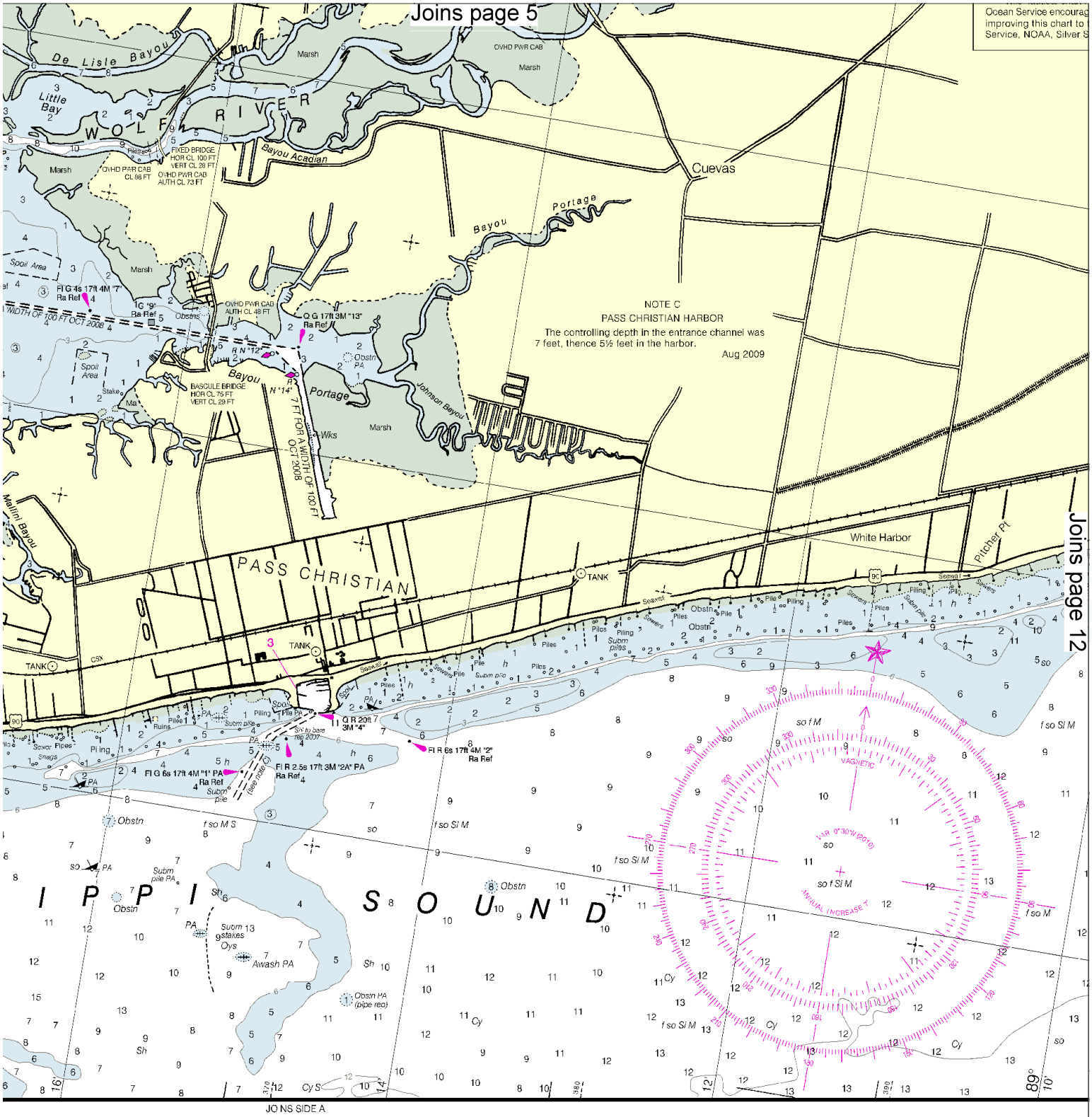
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

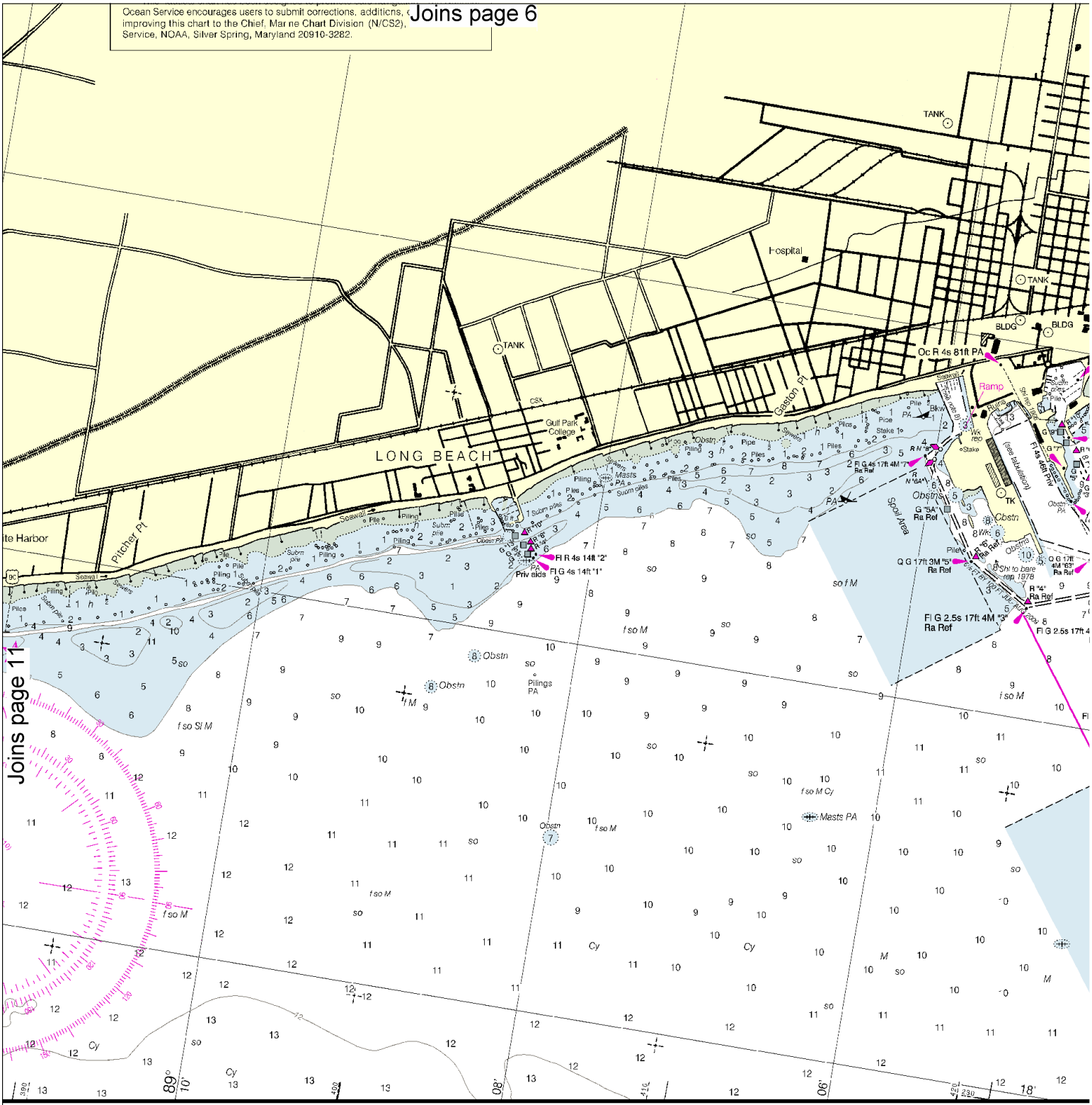
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 5



Joins page 17



CAUTION
Gas and Oil Well Structures
Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

Joins page 18

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

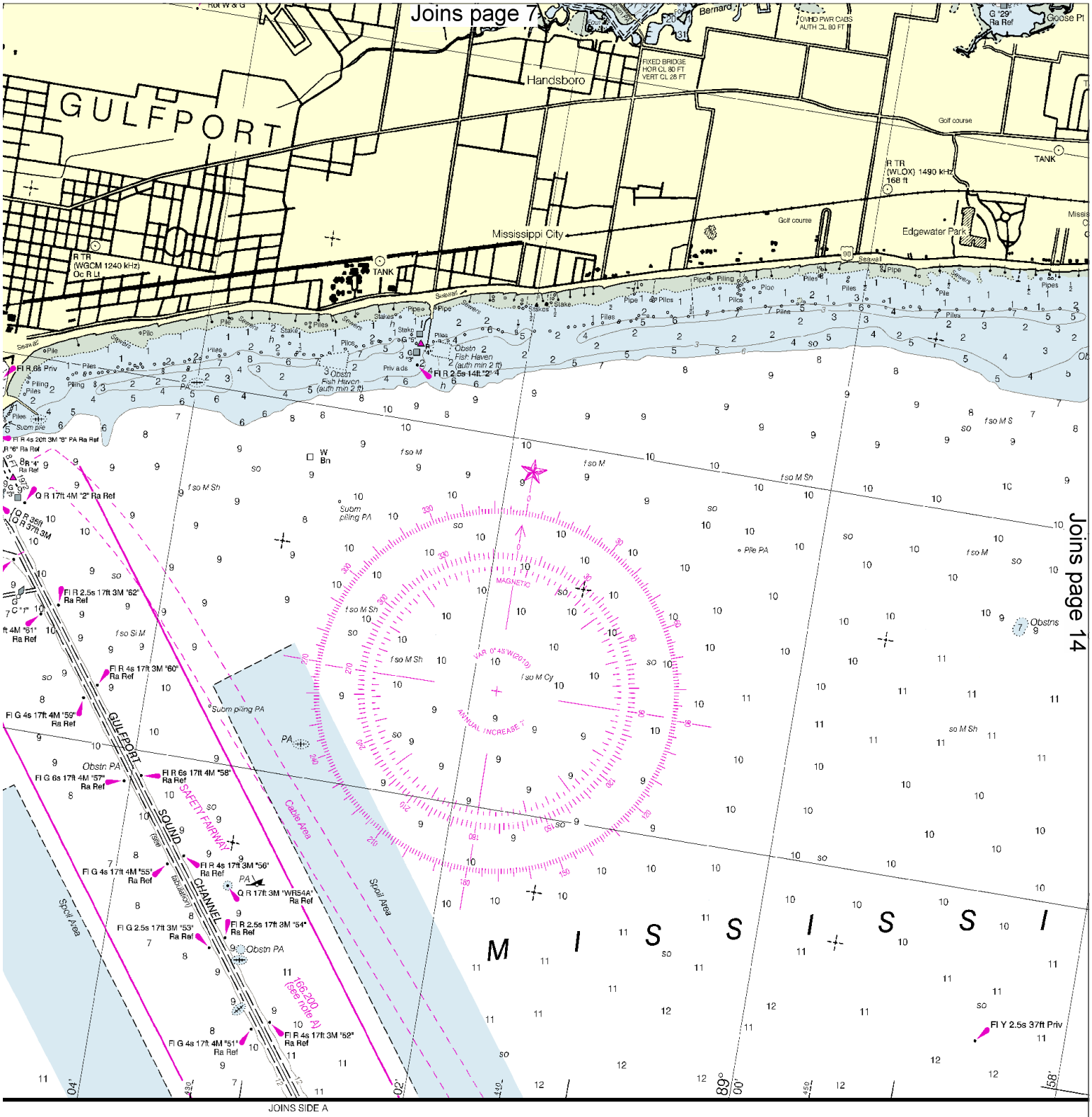
North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3

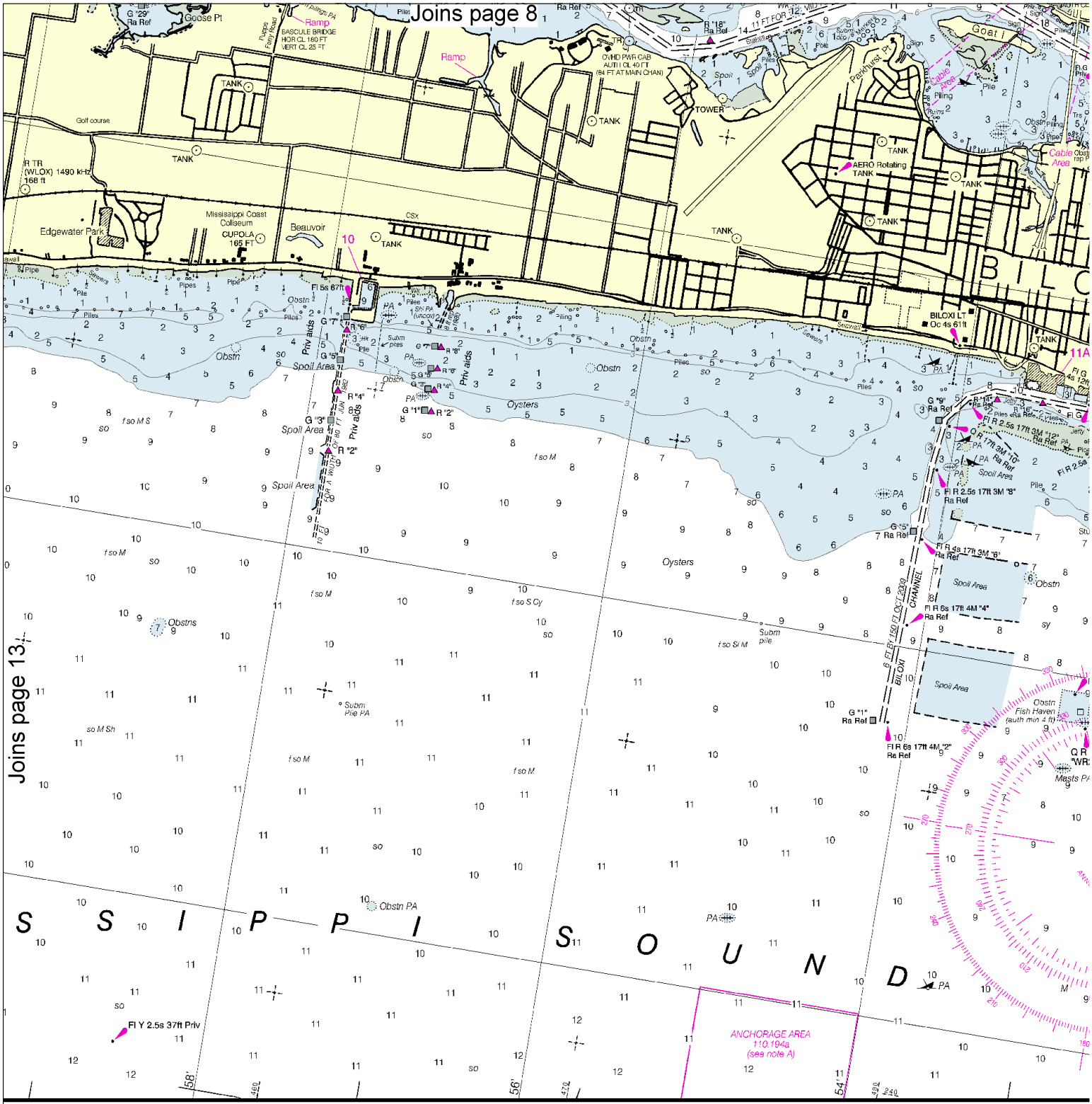
Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.



INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is de-

Joins page 19



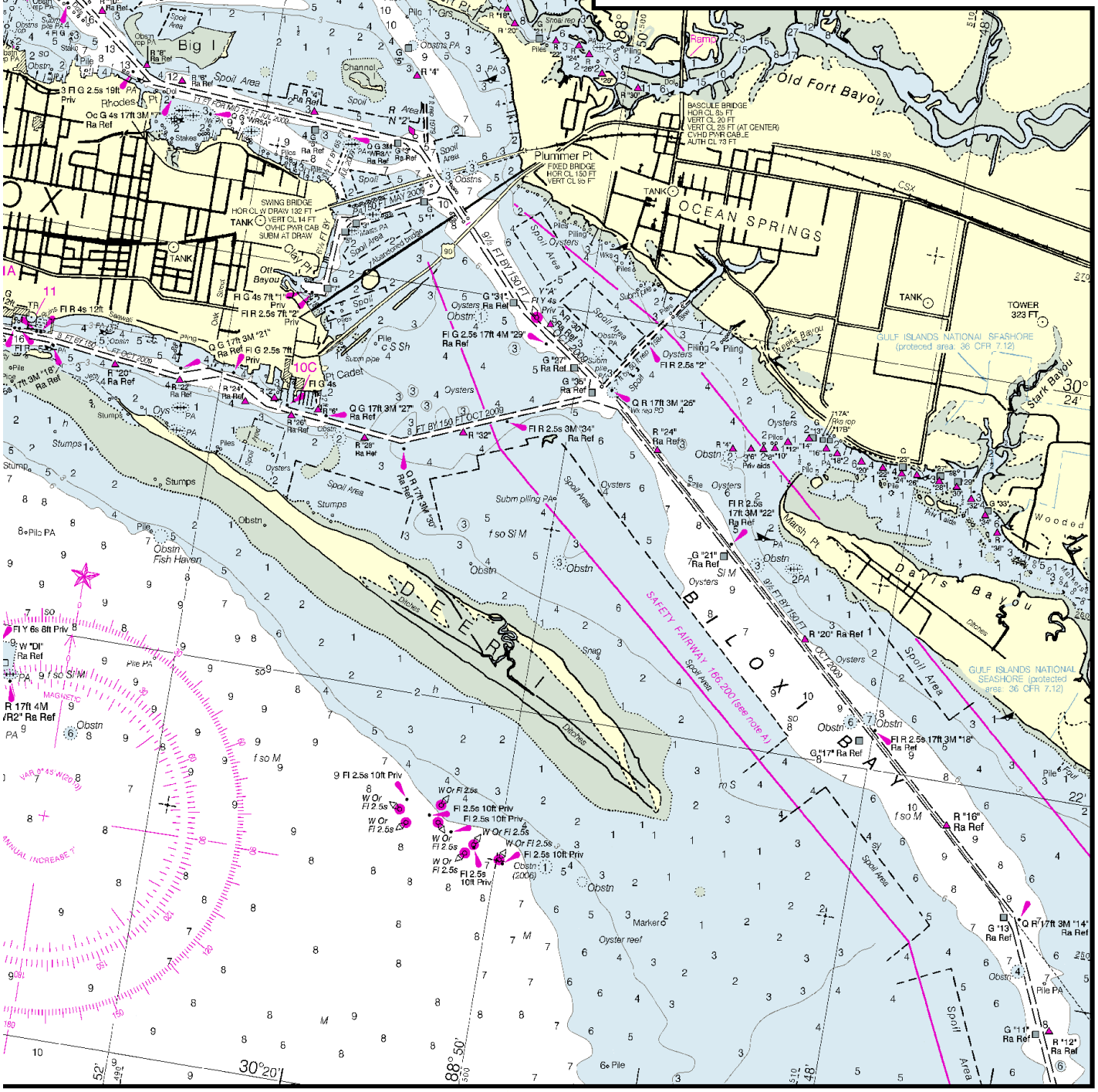
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

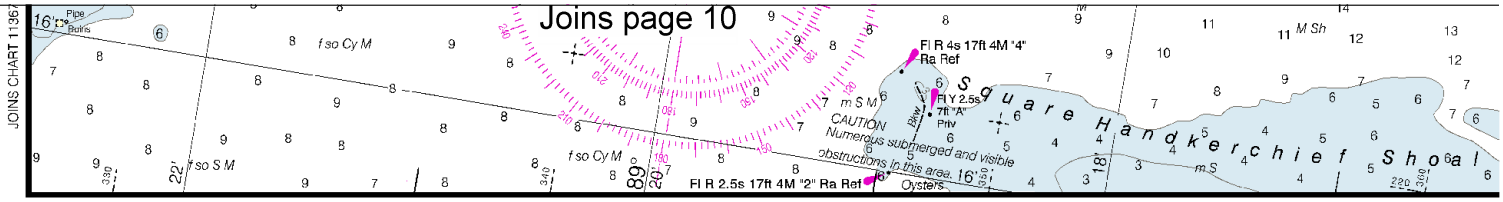
Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 9

Chart 11372 34th Ed., Jan. 710 ■
Corrected through NM Jan. 23/10, LNM Jan. 12/10
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Joins page 21



11372 34th Ed., Jan./10; Corrected through NM Jan. 23/10, LNM Jan. 12/10

HURRICANES AND TROPICAL STORMS

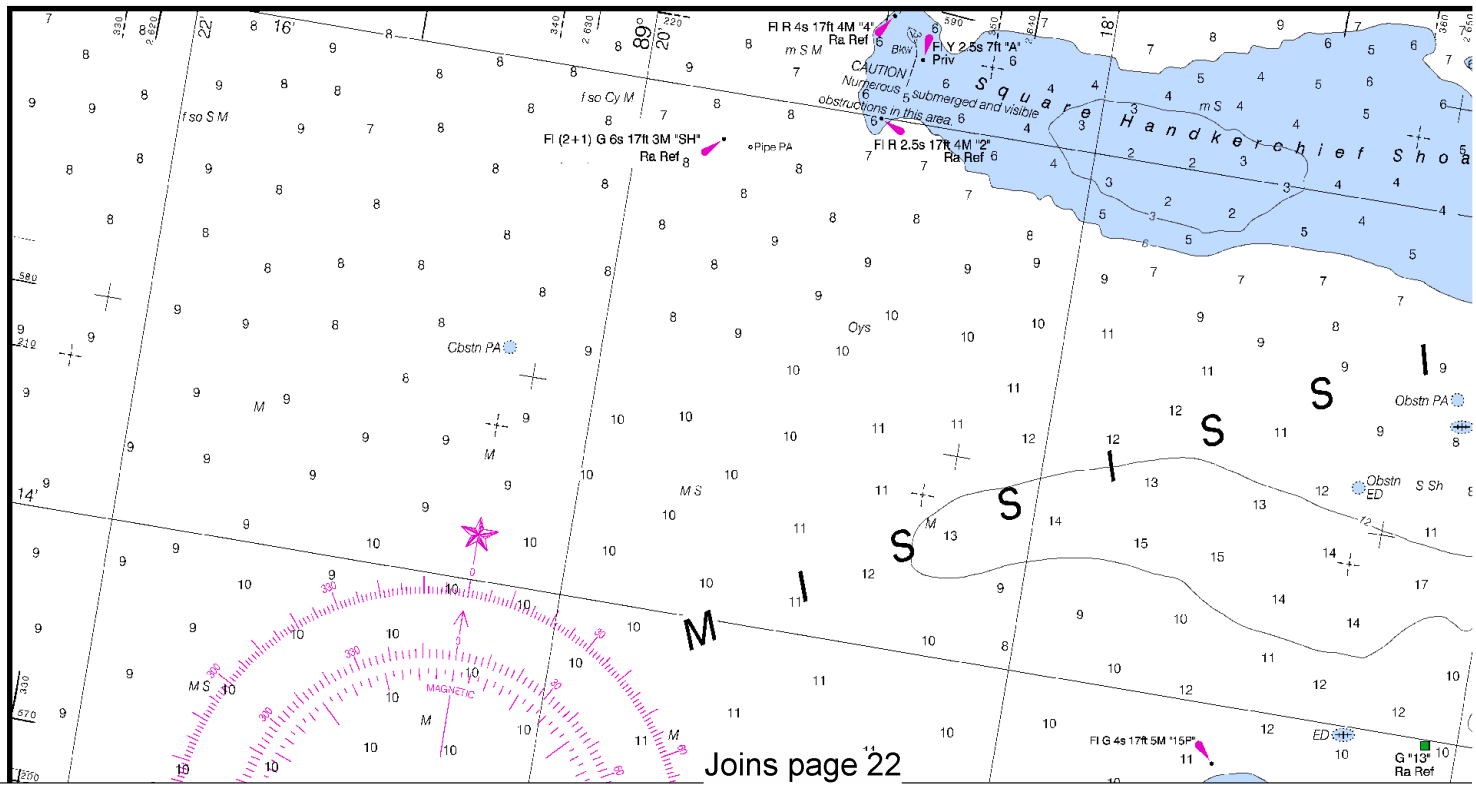
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.



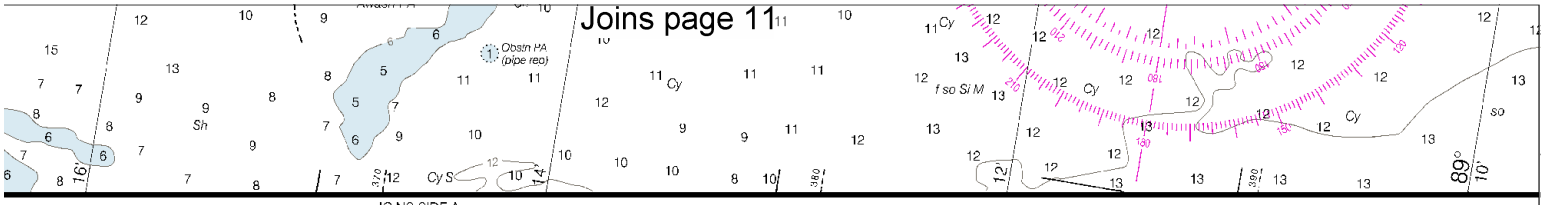
North

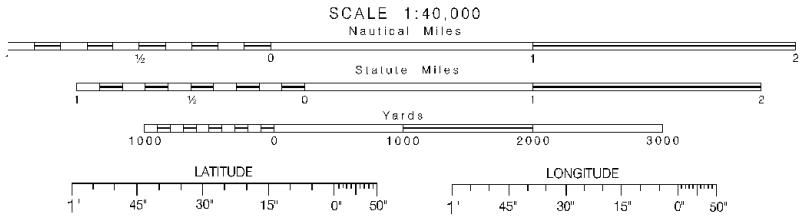
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

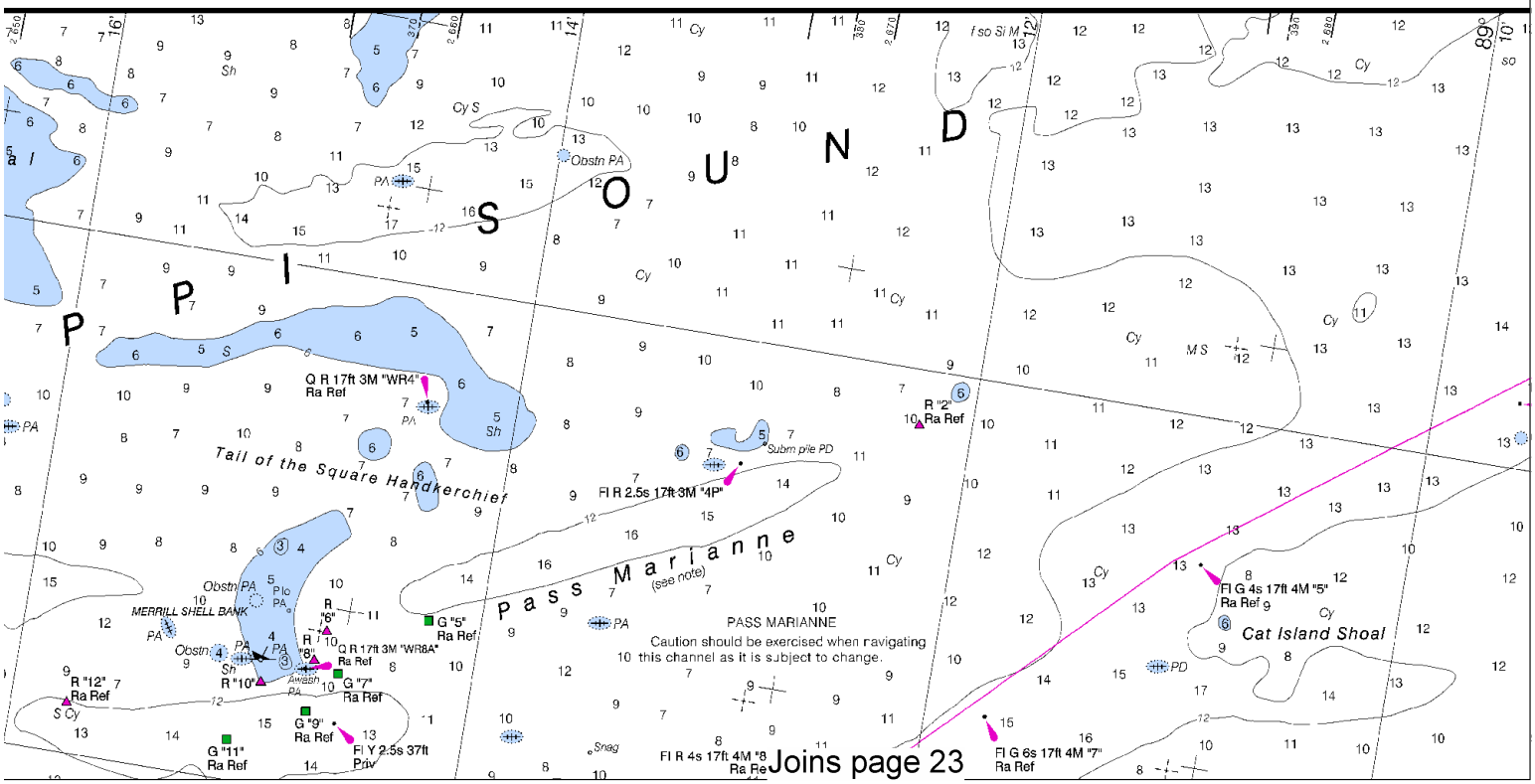
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.





Joins page 18



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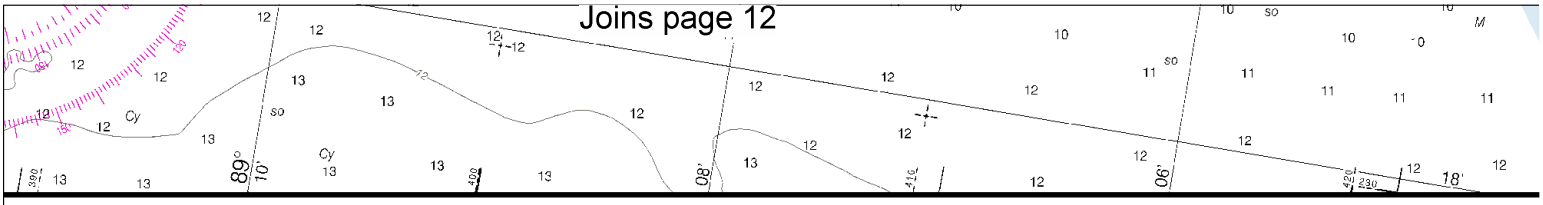


CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.714" northward and 0.131" westward to agree with this chart.

PLANE COORDINATE GRIDS

(based on NAD 1927)

Mississippi State Grid, east zone s indicated by dashed ticks at 10,000 foot intervals thus: -+-

Louisiana State Grid, south zone s indicated by solid ticks at 10,000 foot intervals thus: |

The last three digits are omitted.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables anc submarine pipeline and cable areas are shown as:

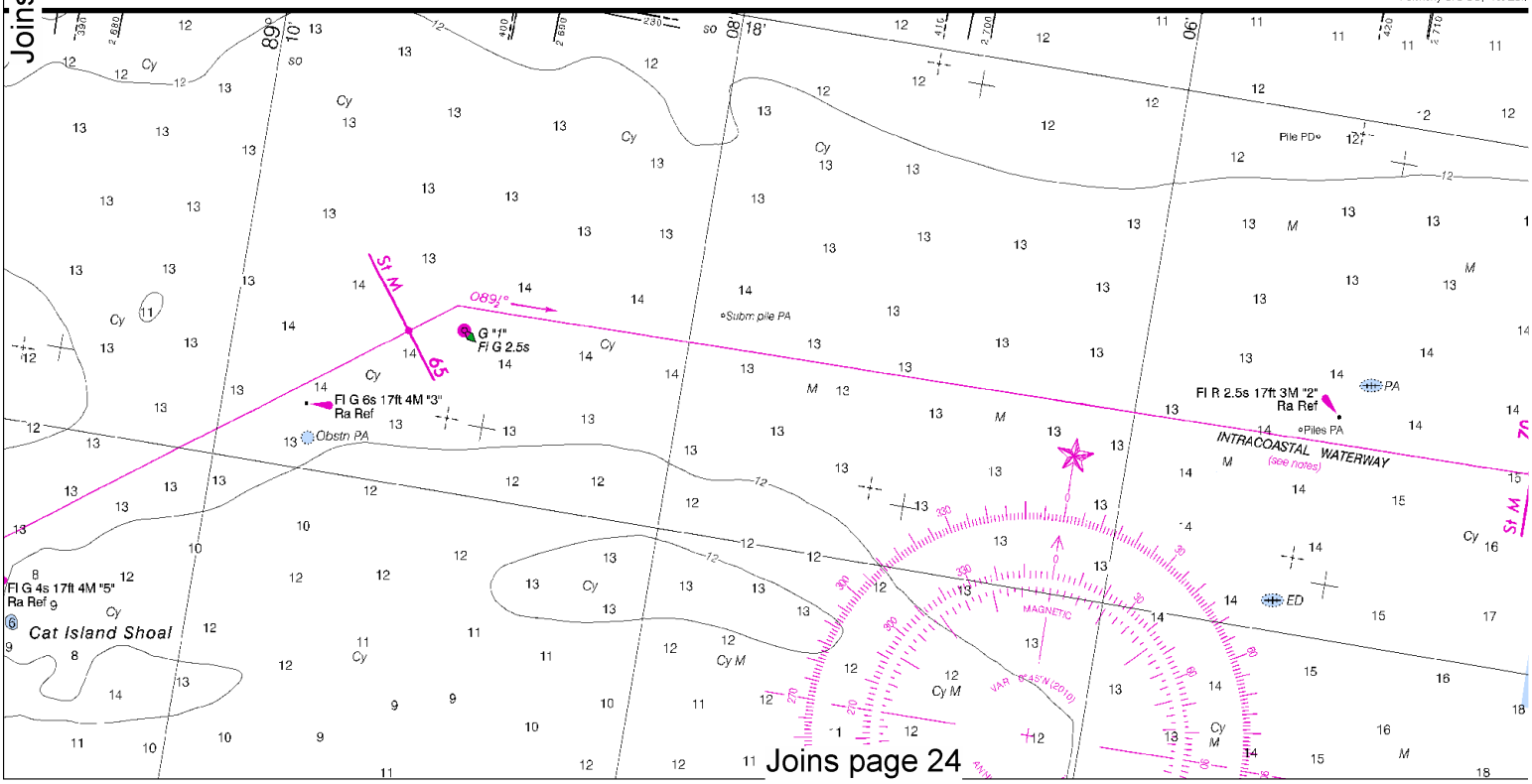
Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of th s chart. Not all submarine pipelines and submarine cables are recuired to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

Formerly 876-SC, 1st Ed.,

Joins page 17



Joins page 24

North

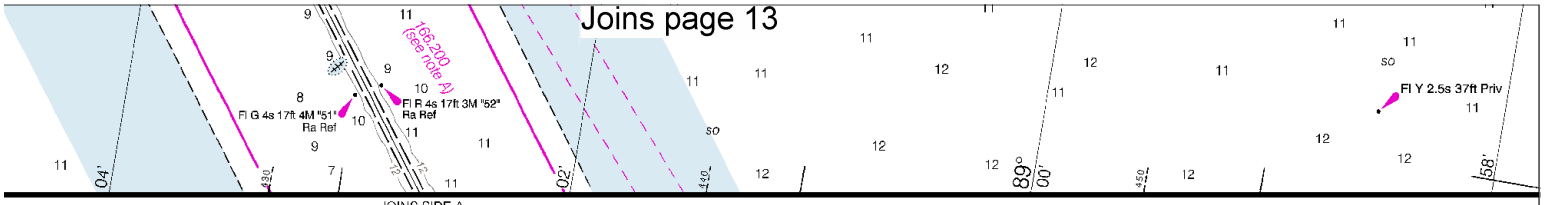
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles 1 ½ 0 1 2 3

Yards 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 13



INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ——•——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.

Refer to charted regulation section numbers.

CAUTION

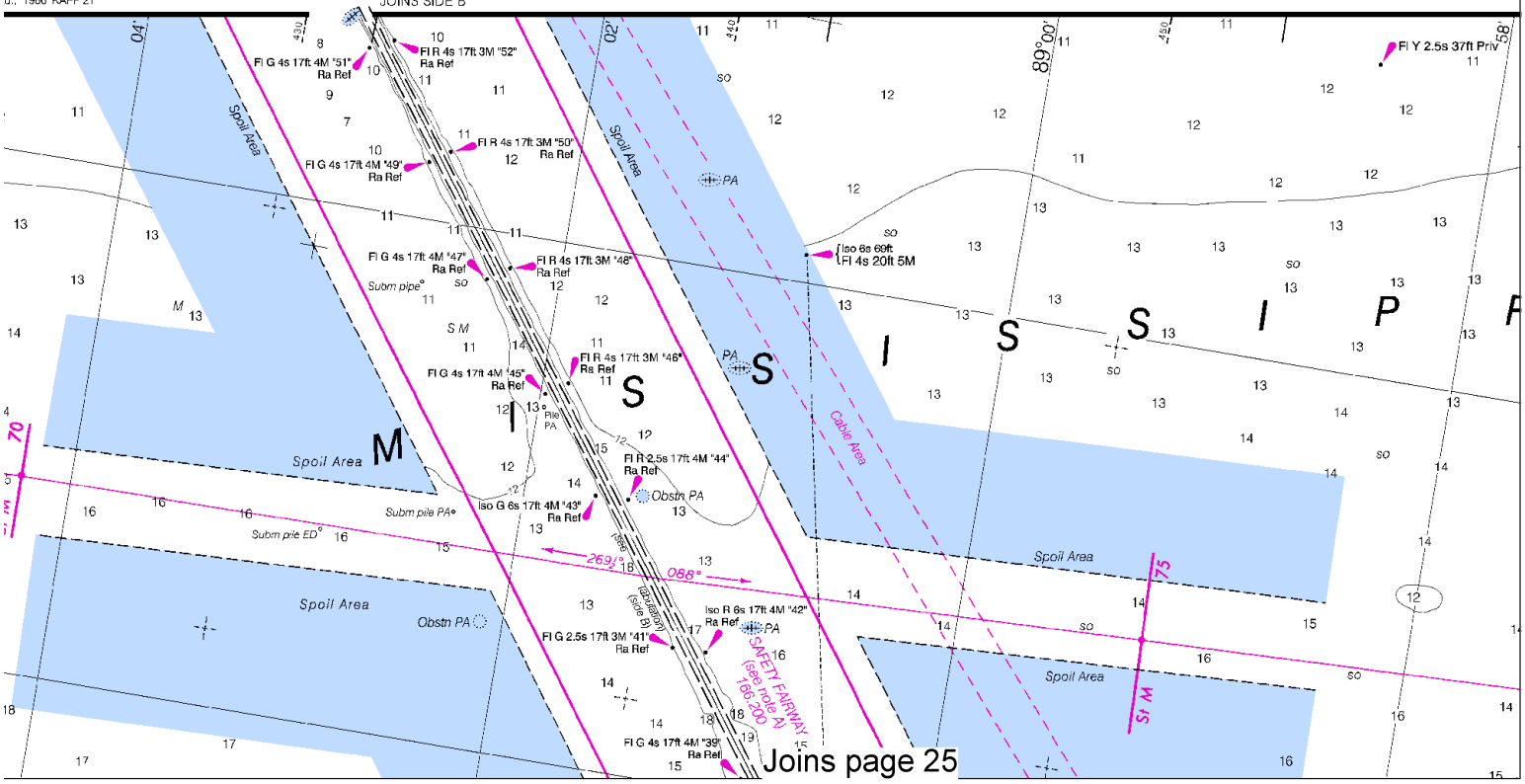
WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

Joins page 20

d., 1966 KAPP 21

JOINS SIDE B



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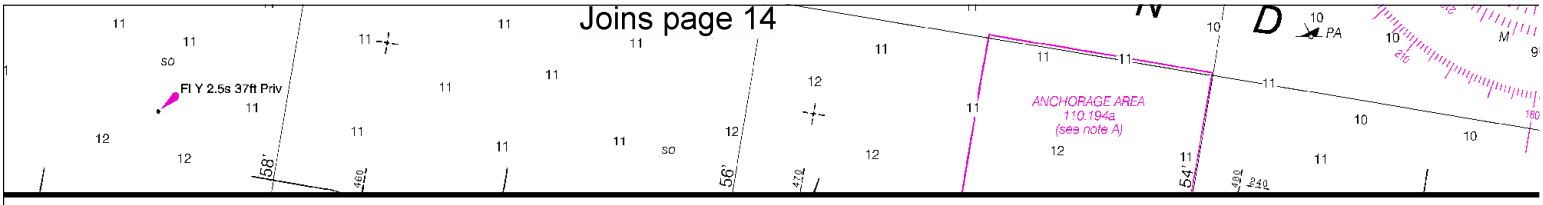
Joins page 14



SCALE 1:40,000

Nautical Miles

1 ½ 0 1 2

Statute Miles

1 ½ 0 1 2

Yards

1000 0 1000 2000 3000

LATITUDE

1' 45" 30" 15" 0" 50"

LONGITUDE

1' 45" 30" 15" 0" 50"

Chapter 2, U.S.
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VESSELS

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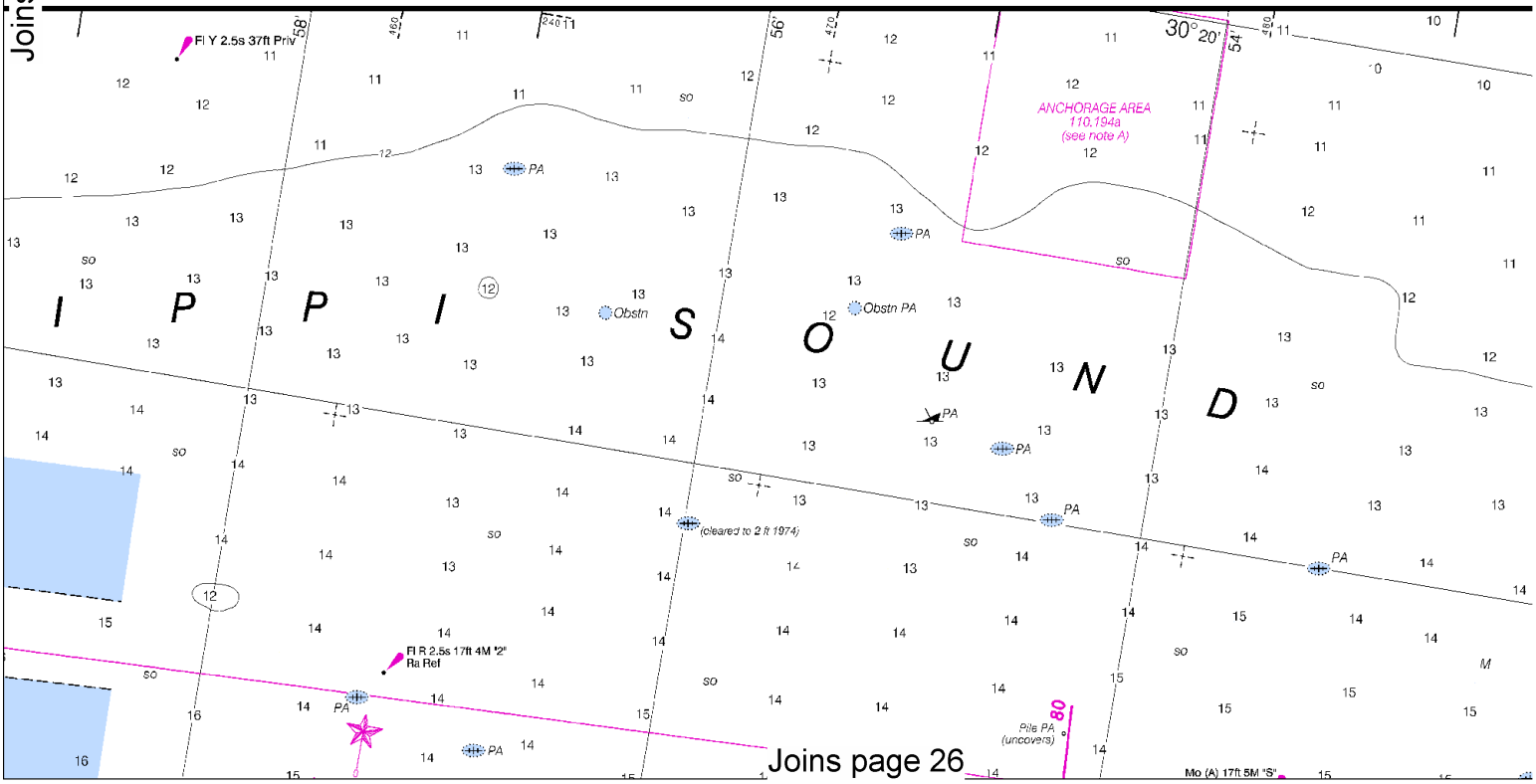


Joins page 26

North

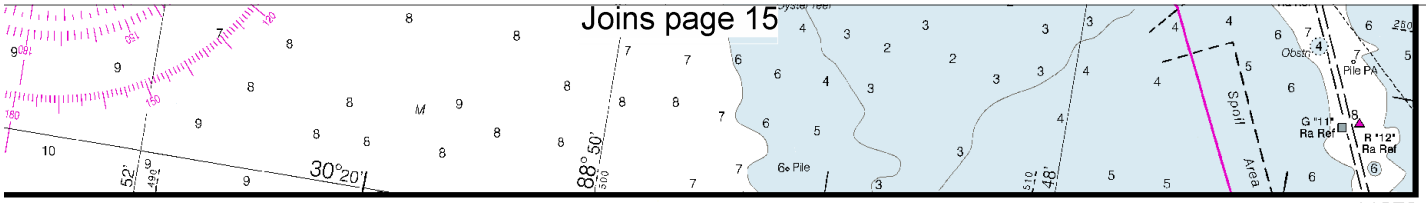
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

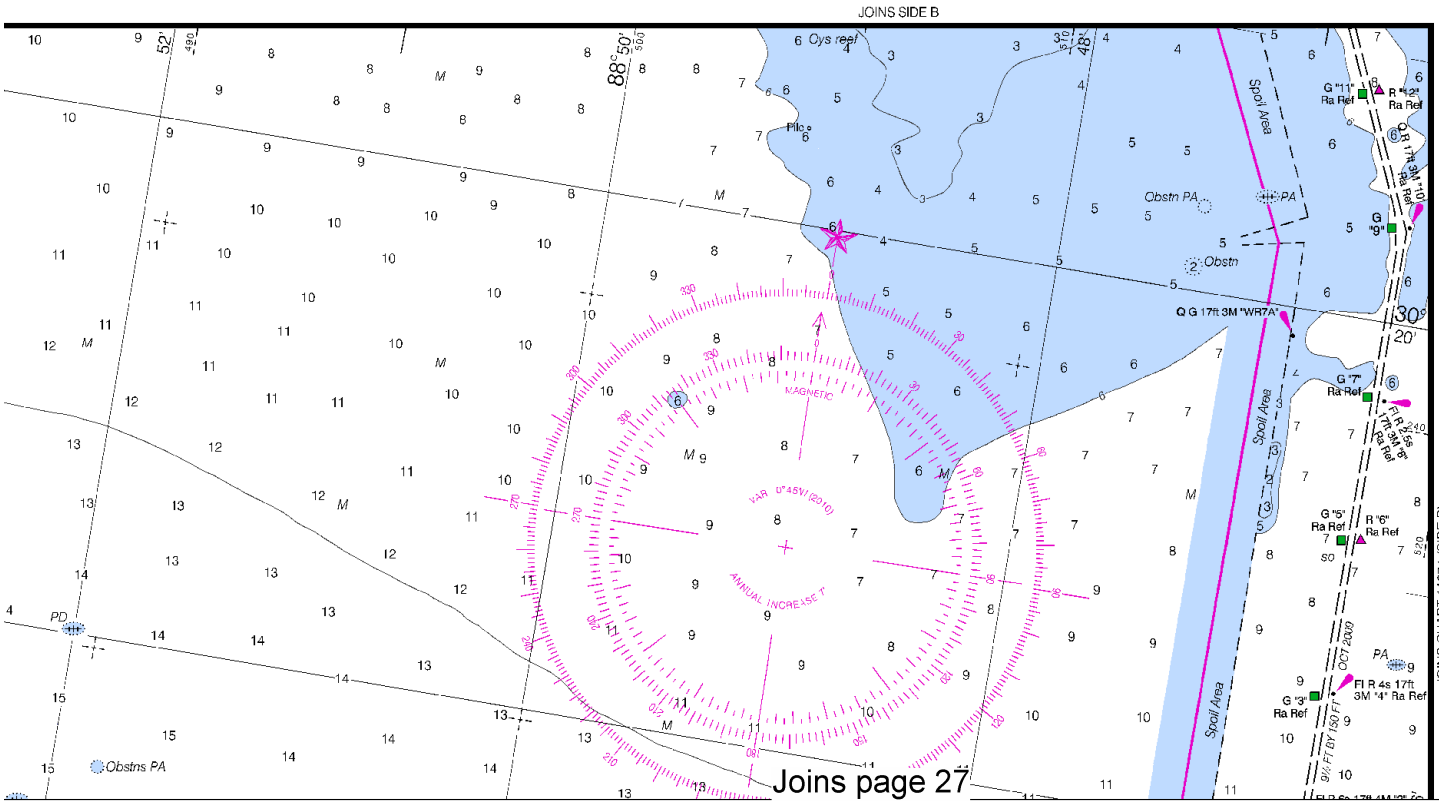
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000


Joins page 15
30°20'
88°50'
Spoil Area
Pile PA
G "11" Ra Ref
R "12" Ra Ref
JOINS SIDE A
11372


JOINS SIDE B
Cys reef
Pile
Obstn PA
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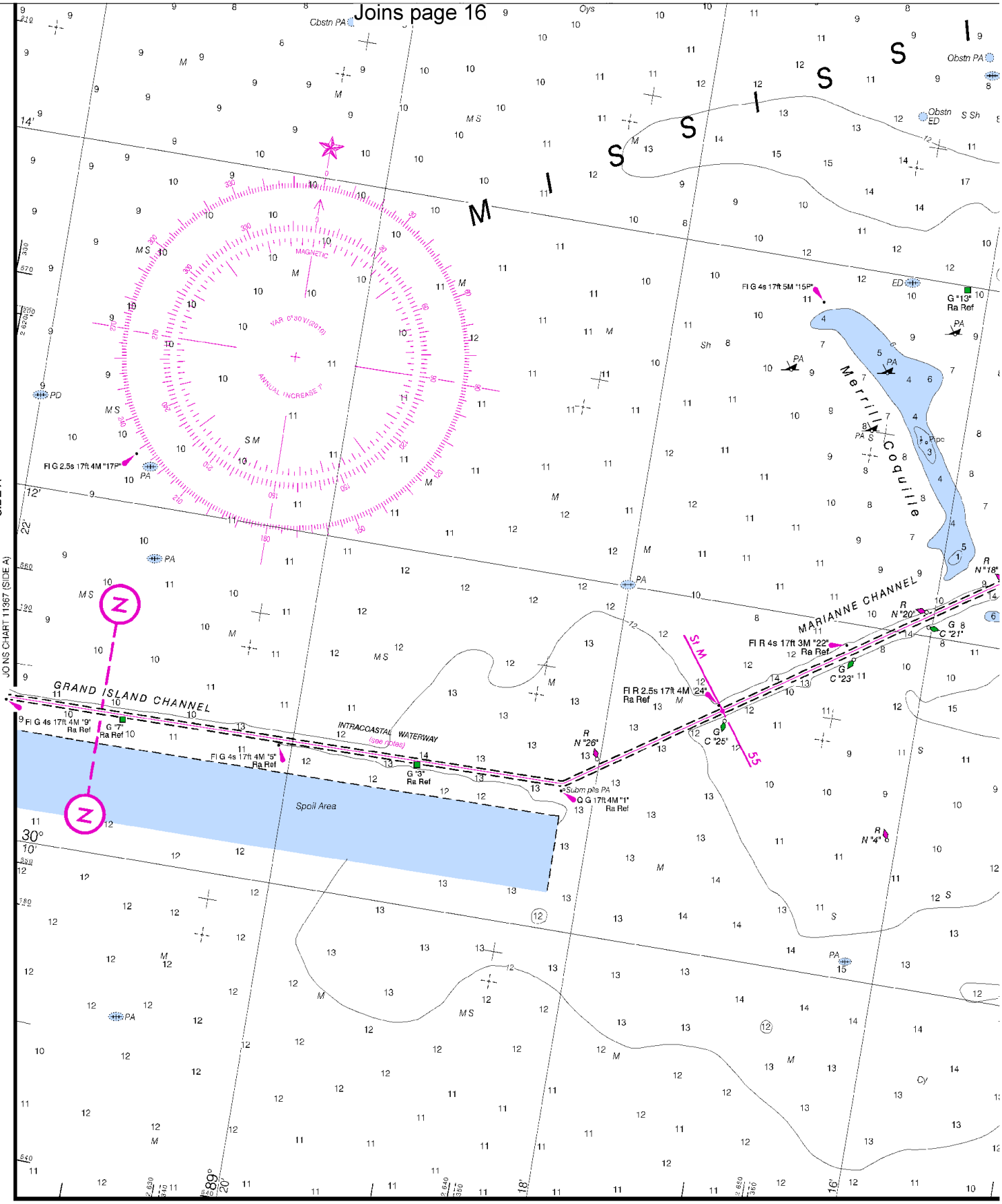
Q G 17ft 3M "WR7A"
G "9"
G "7" Ra Ref
G "5" Ra Ref
R "6" Ra Ref
Spoil Area
Spoil Area
Spoil Area
30°20'
88°50'
MAGNETIC
VAR 0°45W (2010)
ANNUAL INCREASE 1'
PD
Obstns PA
Joins page 27
JOINS CHART 11374 (SIDE B)

Joins page 16



11372 34th Ed., Jan./10; Corrected through NM Jan. 23/10, LNM Jan. 12/10

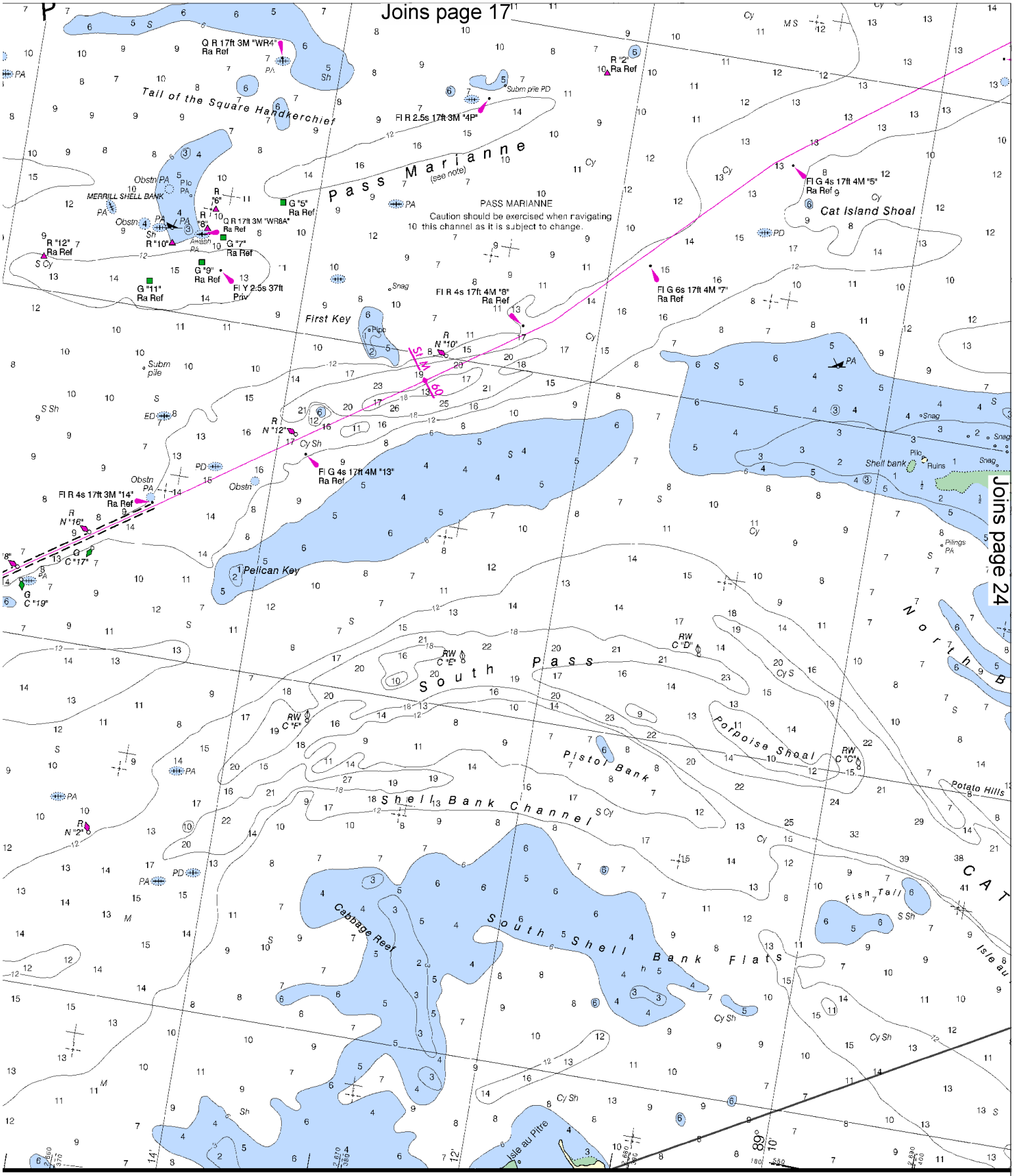
North

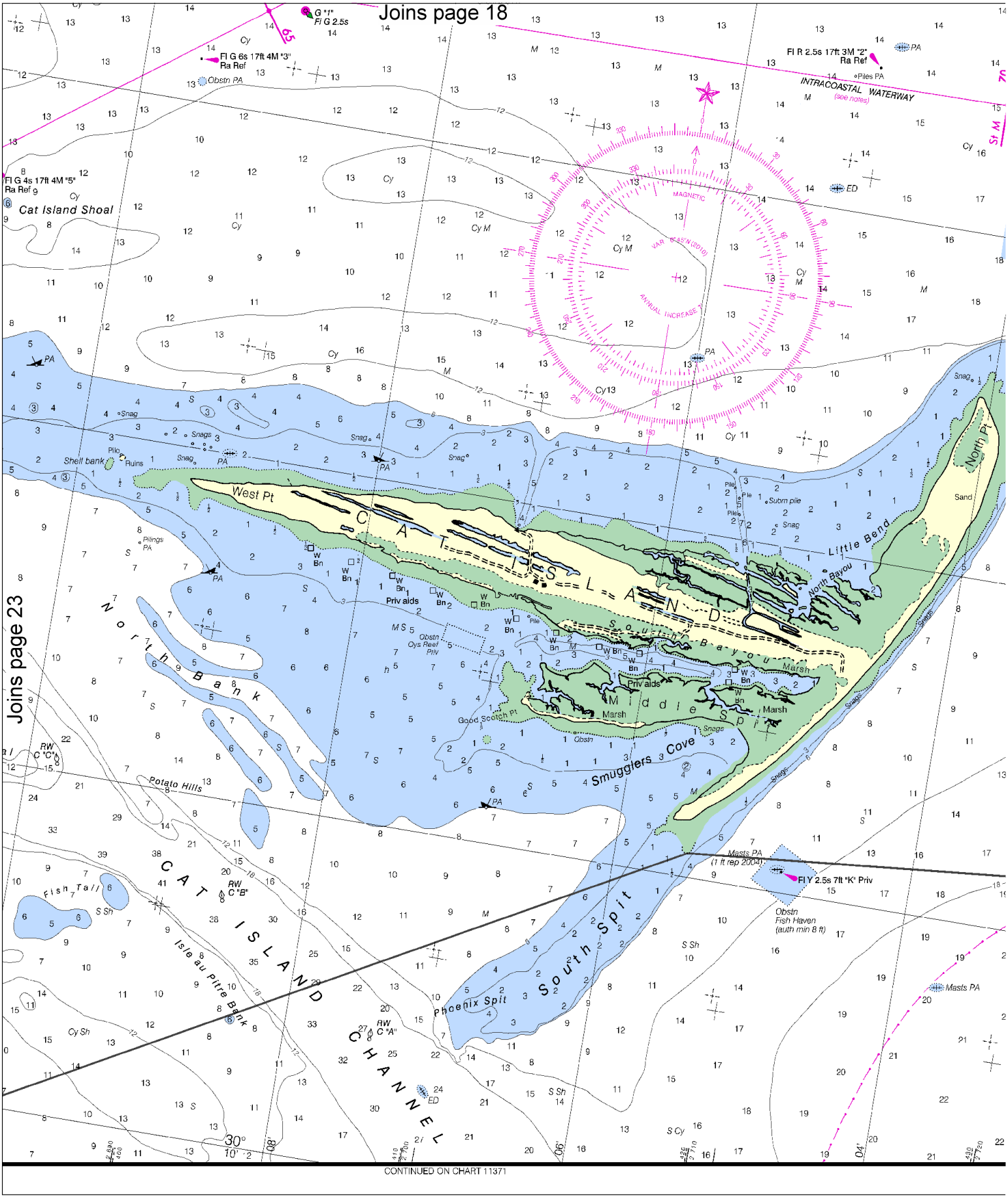
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 17
Tail of the Square Handkerchief
Pass Marianne
(see note)
PASS MARIANNE
Caution should be exercised when navigating
this channel as it is subject to change.
Q R 17ft 3M "WR4"
Ra Ref
R "2"
Ra Ref
Subm pile PD
Fl R 2.5s 17ft 3M "4P"
MERRILL SHELL BANK
R "6"
G "5"
Ra Ref
Q R 17ft 3M "WR8A"
Ra Ref
R "8"
R "10"
R "12"
Ra Ref
G "7"
Ra Ref
G "9"
Ra Ref
G "11"
Ra Ref
Fl Y 2.5s 37ft
Priv
Fl R 4s 17ft 4M "8"
Ra Ref
Fl G 6s 17ft 4M "7"
Ra Ref
Fl G 4s 17ft 4M "5"
Ra Ref
Cat Island Shoal
First Key
R "10"
R "12"
Fl G 4s 17ft 4M "13"
Ra Ref
Fl R 4s 17ft 3M "14"
Ra Ref
R "16"
C "17"
G "19"
Pelican Key
Shell Bank
Ruins
Pilings
South Pass
RW "D"
RW "E"
RW "F"
RW "C"
Porpoise Shoal
Pistol Bank
Shell Bank Channel
Potato Hills
R "2"
Cabbage Reef
South Shell Bank Flats
Fish Tail
Isle au Pitre
North B
CAT
Joins page 24
89° 10'



North

Printed at reduced scale. ~~SCALE 1:40,000~~

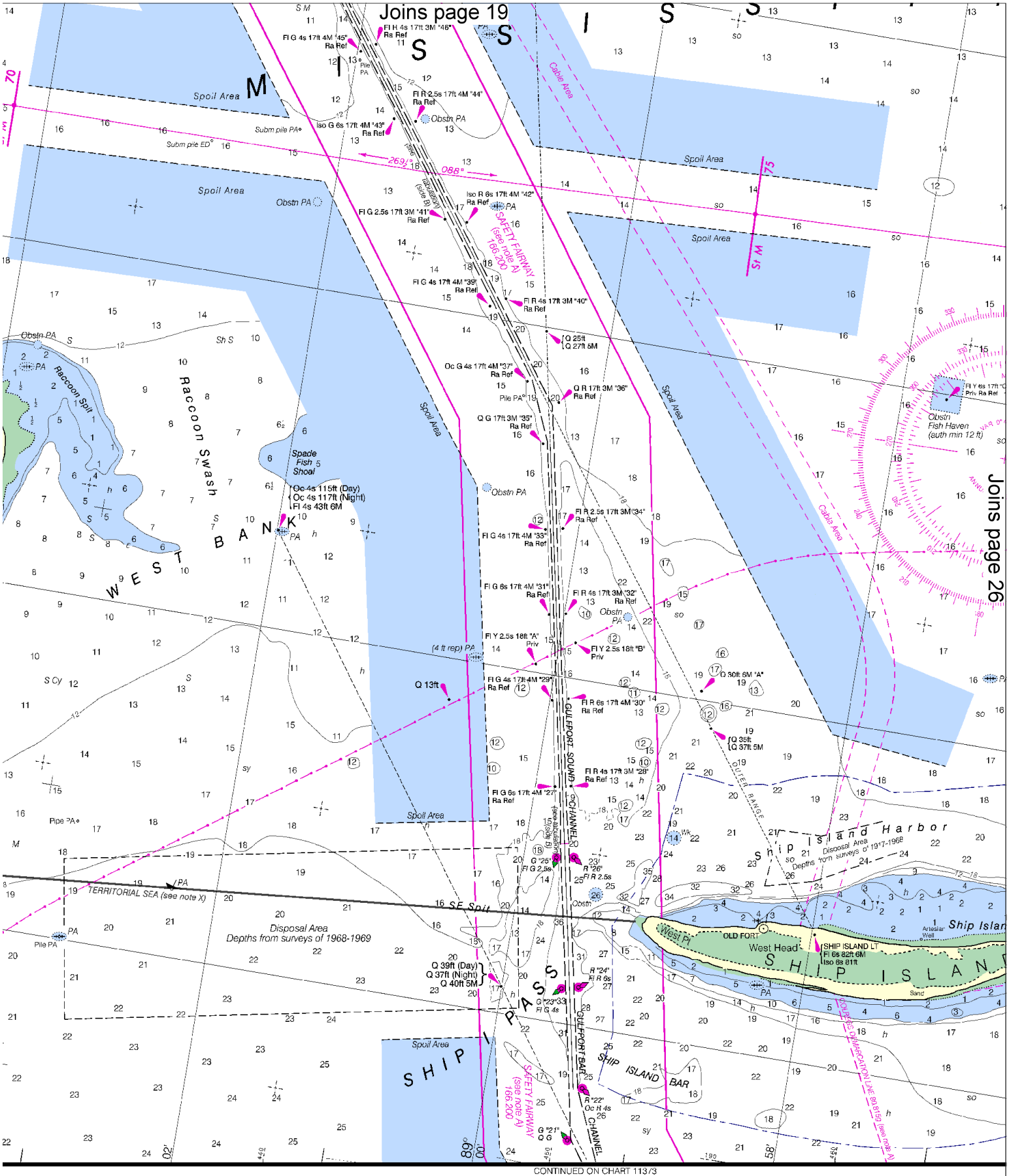
Nautical Miles

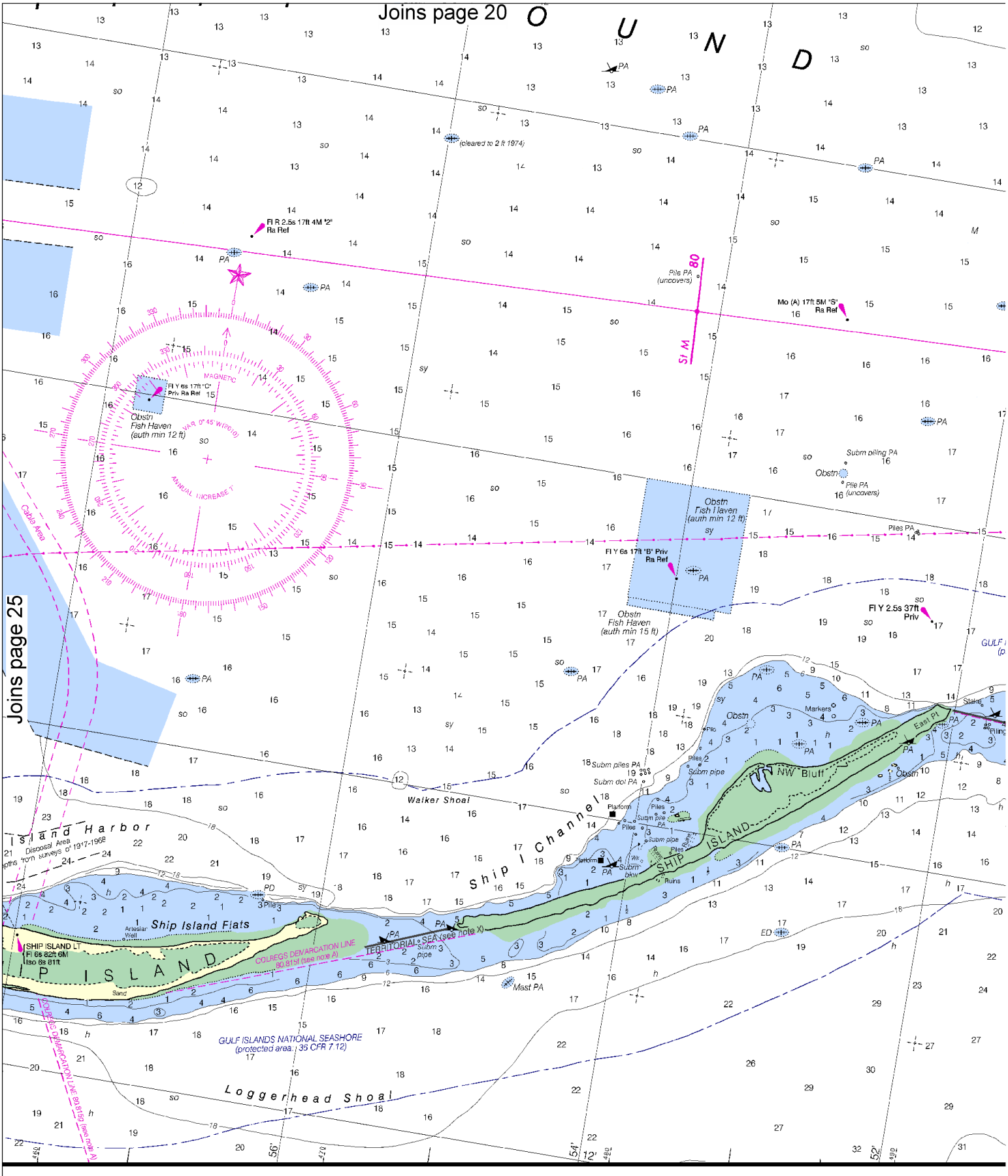
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 19
Joins page 26
Spoil Area
Obstn PA
Subm pile PA
Subm pile ED
Fl G 4s 17ft 4M "45" Ra Ref
Fl R 4s 17ft 3M "46" Ra Ref
Iso G 6s 17ft 4M "43" Ra Ref
Fl R 2.5s 17ft 4M "44" Ra Ref
269½°
088°
Iso R 6s 17ft 4M "42" Ra Ref
Fl G 2.5s 17ft 3M "41" Ra Ref
SAFETY FAIRWAY (see note A) 166.200
Fl G 4s 17ft 4M "39" Ra Ref
Fl R 4s 17ft 3M "40" Ra Ref
Q 25ft
Q 27ft 5M
Oc G 4s 17ft 4M "37" Ra Ref
Q R 17ft 3M "36" Ra Ref
Q G 17ft 3M "35" Ra Ref
Fl R 2.5s 17ft 3M "34" Ra Ref
Fl G 4s 17ft 4M "33" Ra Ref
Fl G 6s 17ft 4M "31" Ra Ref
Fl R 4s 17ft 3M "32" Ra Ref
Fl Y 2.5s 18ft "A" Priv
Fl Y 2.5s 18ft "B" Priv
Q 30ft 6M "A"
Fl G 4s 17ft 4M "29" Ra Ref
Fl R 6s 17ft 4M "30" Ra Ref
Q 35ft
Q 37ft 5M
Fl R 4s 17ft 3M "28" Ra Ref
Fl G 6s 17ft 4M "27" Ra Ref
Q 13ft
(4 ft rep) PA
Fl Y 6s 17ft "C" Priv Ra Ref
Obstn Fish Haven (auth min 12 ft)
Raccoon Swash
Raccoon Spit
Spade Fish Shoal
Oc 4s 115ft (Day)
Oc 4s 117ft (Night)
Fl 4s 43ft 6M
WEST BANK
Sh S
S Cy
Pile PA
Cable Area
GULFPORT SOUND CHANNEL
Gulfport Channel (see note A)
OUTER RANGE
Island Harbor
Disposal Area Depths from surveys of 1917-1968
Disposal Area Depths from surveys of 1968-1969
TERRITORIAL SEA (see note X)
SE Spit
Ship Island
OLD FORT
West Head
SHIP ISLAND LT Fl 6s 82ft 6M Iso 6s 81ft
West Pt
Artesian Well
Sand
SHIP PASS
GULFPORT BAR
SHIP ISLAND BAR
Q 39ft (Day)
Q 37ft (Night)
Q 40ft 5M
R "24" Fl R 6s
G "23" Fl G 4s
R "22" Oc H 4s
G "21" Q G
SAFETY FAIRWAY (see note A) 166.200
INTRACOASTAL WATERWAY LINE BU-152 (see note A)
CONTINUED ON CHART 11373



North

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

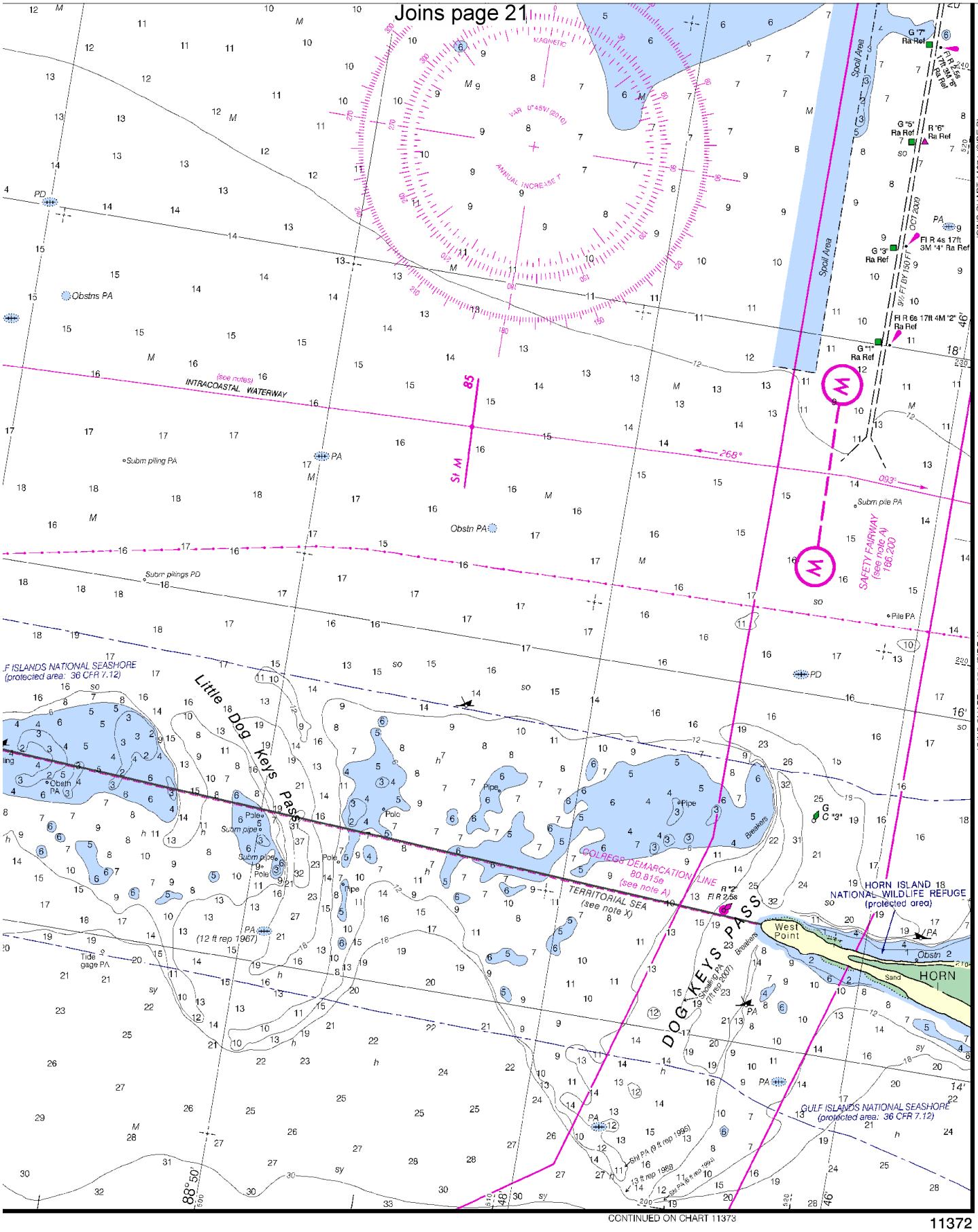
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 21



JOINS CHART 11374 (SIDE B)
JOINS CHART 11374 (SIDE A)
SIDE A
CONTINUED ON CHART 11373

11372

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Gulfport – 228-863-5818
Coast Guard Pascagoula – 228-761-2600
Harrison County Sheriff's Office – 228-865-7060
MS Dept. of Marine Resources – 601-432-2170
MS Marine Resources Patrol – 228-432-7708
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

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Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.